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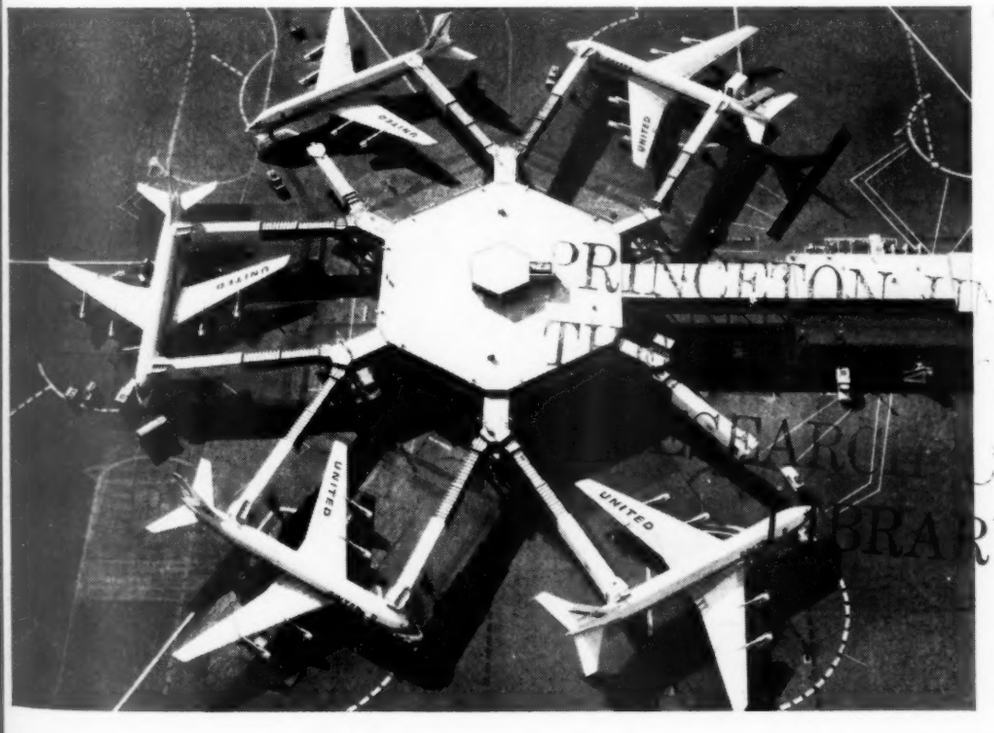

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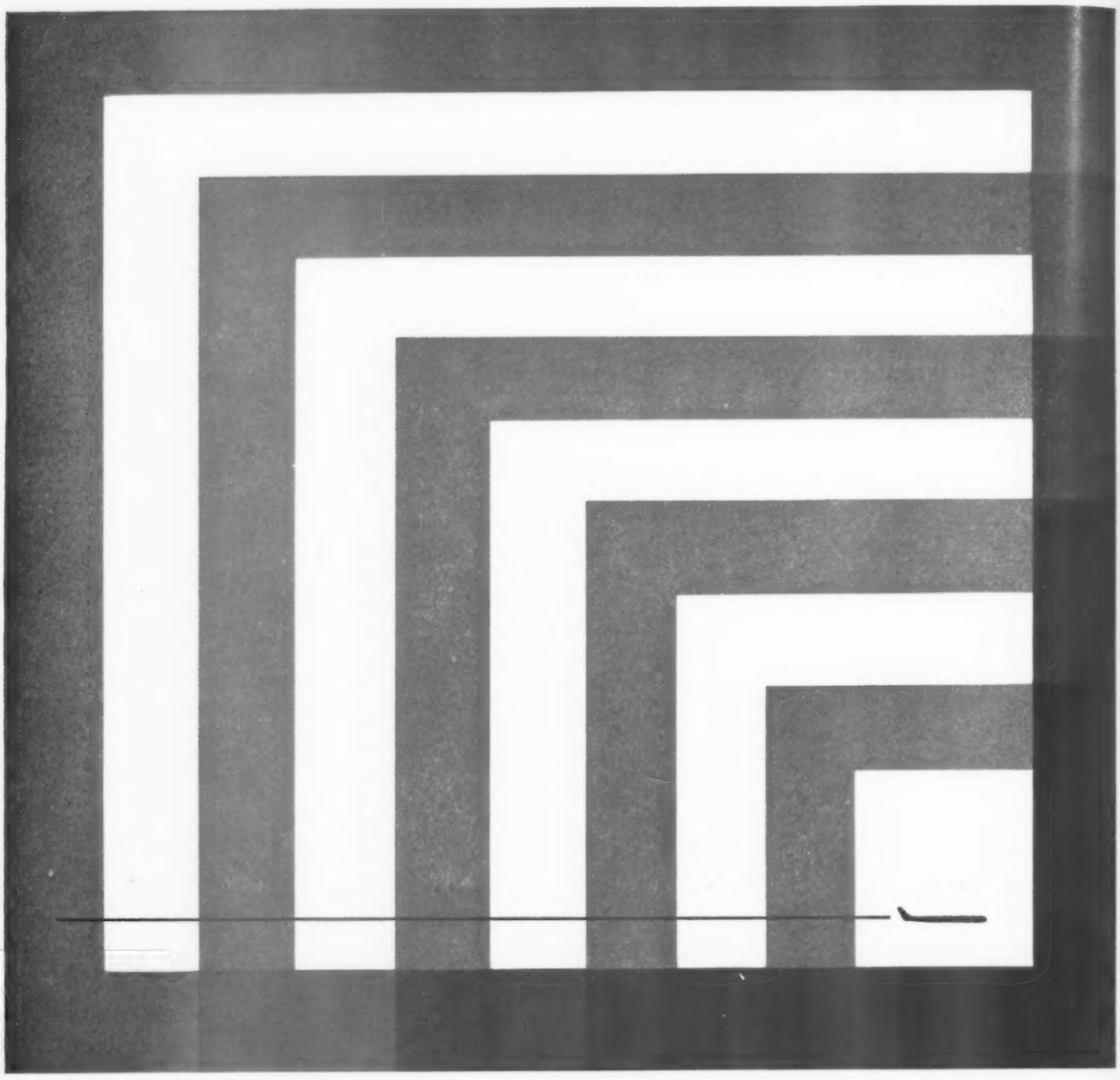

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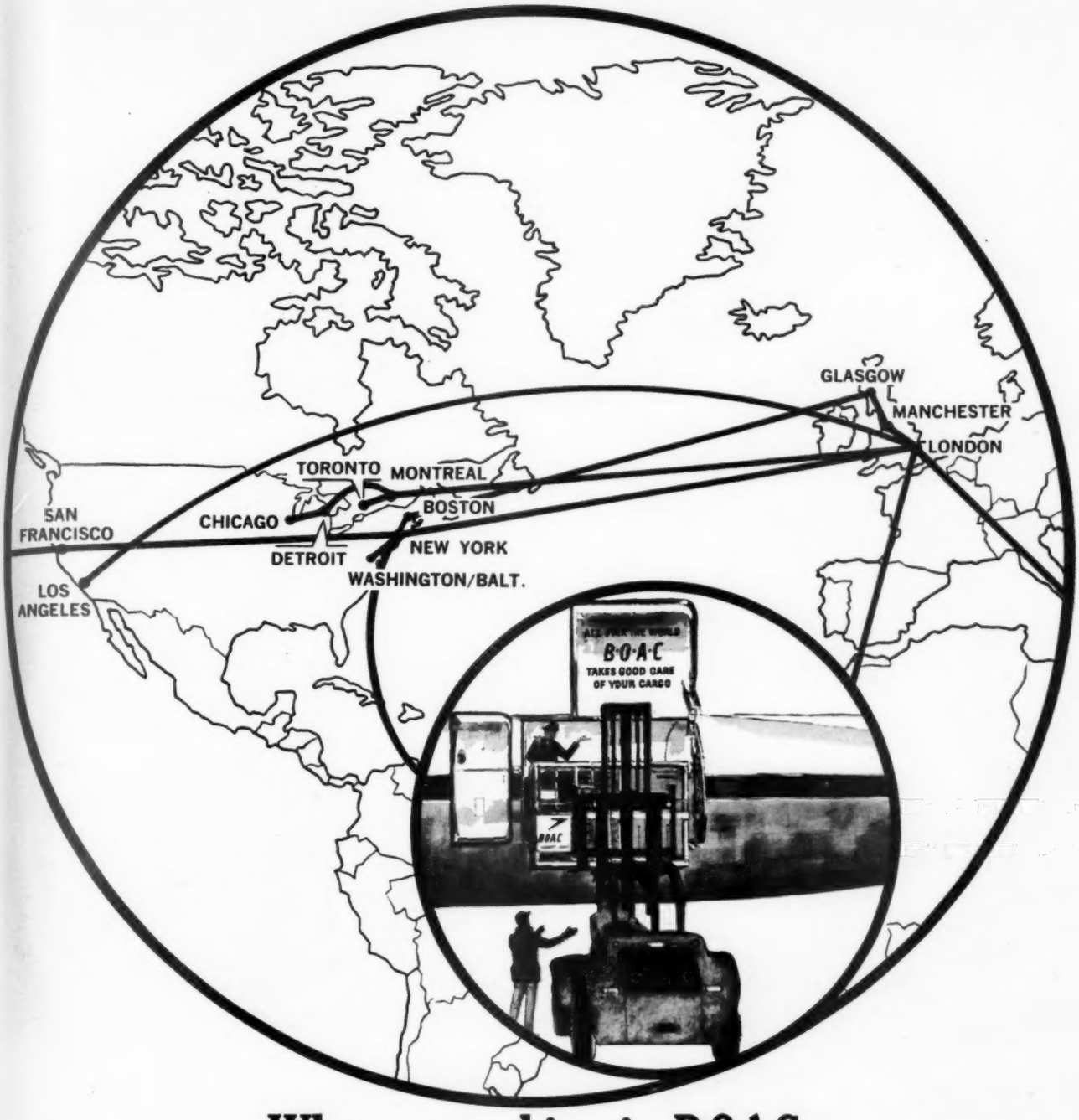

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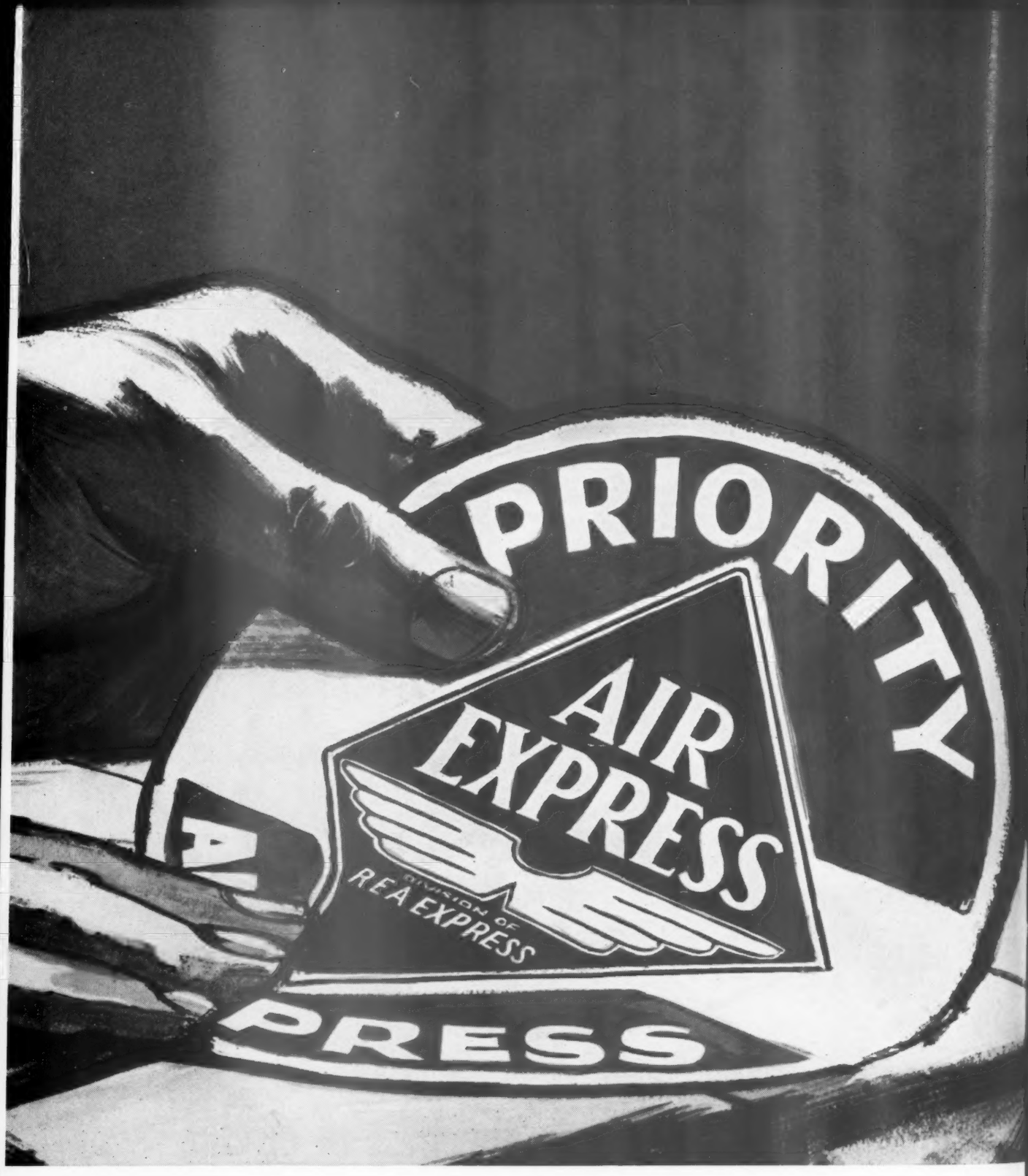

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AIR CARGO

an American Aviation Publication

APRIL, 1961, VOL. 5, NO. 4

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Guide Section

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part II is issued containing AIRIMP-CARGO.

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WALLACE I. LONGSTRETH
Editor

Donald J. Frederick
Mary L. Miller
Associate Editors

John Walen .....Production
William H. Martin .....Art Director
Cecil Guiley .....Asst. Art Director
Lloyd G. Arpan .....Editorial Consultant

RALPH R. THEILE
Director of Sales

John Gray .....Advertising Service Manager
John N. Carlin .....Circulation Director
George F. Peterson
Circulation Service Manager
Richard Gibson .....Marketing Director
Carolyn DallaValle .....Production Assistant

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Address editorial, subscription and advertising correspondence to: Air Cargo, 1001 Vermont Ave., N.W., Washington 5, D.C.

REGIONAL OFFICES:

Chicago: 139 N. Clark St., Chicago 2, Illinois. Phone CEntral 6-5804. TWX, CG 1-4042.

Dallas: John L. Hathaway, 222 Wynnewood Professional Bldg., Dallas 24, Tex. Phone WHitehall 3-4266.

Detroit: John Anderson, 412 Fisher Building, Detroit 2, Michigan. Phone TRinity 5-2555.

Los Angeles: George Votteler, 8929 Wilshire Blvd., Beverly Hills, California. Phone OLeander 5-9161. TWX, BV 7410.

Miami: Richard D. Hager, 208 Almeria Avenue, Coral Cables, Florida. Phone Highland 4-8326.

New York: Robert M. Evans, 20 East 46th Street, New York 17, New York. Phone YUkon 6-3900. TWX, NY 1-812.

Washington, D.C.: 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 3-5400. TWX, WA 1082.

Frankfurt: Freidrich Ebert Anlage 3, Joachim Weissig. Phone: 334810.

Geneva: Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AMERAV GENEVA.

London: Norall & Hart, 28 Bruton Street, London, W.1., England. Phone Grosvenor 8356.

Paris: Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.

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Wayne W. Parrish,
President and Publisher

Leonard Eiserer,
Exec. V.P. and Gen. Mgr.

Fred S. Hunter,
V.P. and Editorial Director

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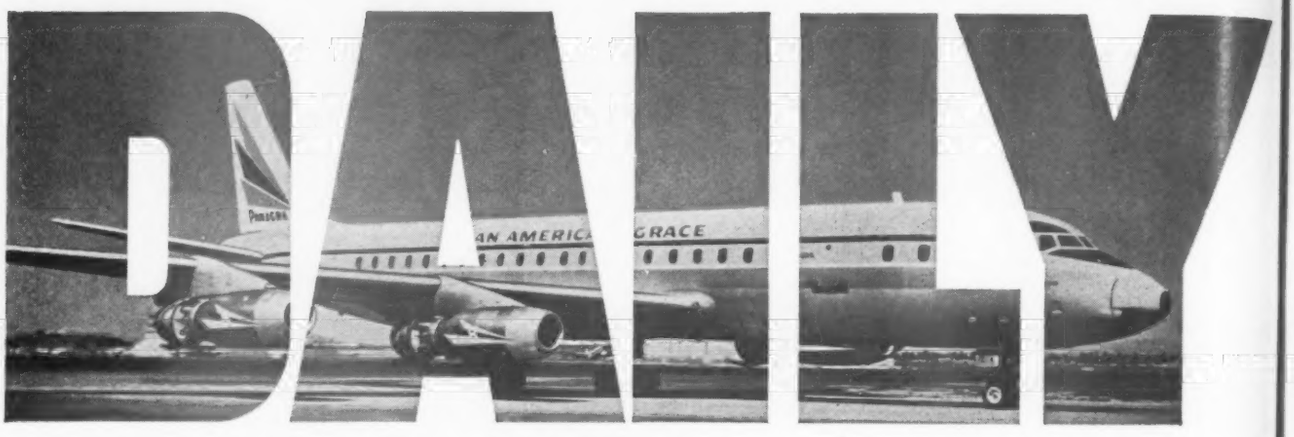

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EDITORIAL

A Tariff Needs Integrity

UNLESS SOMETHING UNFORESEEN DEVELOPS, there will be a full scale mess for transatlantic air freight rates come April 11. On April 10, the International Air Transport Association's resolutions governing air freight rates will cease to be in effect. This means that airlines can peg their air freight rates at any level acceptable to the government of any country to which the airline wishes to operate. Already, the major transatlantic airlines have announced plans for rates which will reduce charges for some transatlantic hauls by as much as 75%.

A certain amount of freedom to set rates is not necessarily bad. In the U.S., the play of free competitive forces is thought to be good, so long as there are laws and courts to protect the public.

For international activities, laws and courts are harder to come by. The International Air Transport Association was created to provide much of the protection the public needs. That protection, insofar as it relates to international air freight, is about to be lost.

When the resolutions governing rates die, so will the provision under which IATA's enforcement officers police the observance of air freight tariffs and practices. IATA learned early that tariffs and agreements on practices are no better than the airlines' willingness to abide by them. The enforcement office came into being.

IATA enforcement officers hear complaints, document charges against the presumed offender, and present the evidence to a Beaches Commission. The challenged airline is given a day in court. If the Beaches Commission finds the airline guilty and if the breach is serious enough, a reprimand or a fine follows. Fines can be stiff, ranging up to $25,000.

The system has worked pretty well. Airline management is not inclined to be dishonest. However, airline management sometimes gets too busy to follow what is going on at lower echelons. A summons to appear before the Breaches Commission makes such inattention unprofitable.

The violation of an IATA agreement does not have to be premeditated nor does it have to involve a great deal of money to draw a fine. Fines have been levied for not collecting charges at the proper rate of exchange or for entertaining sales agents too lavishly. One airline drew a stiff fine for failing to note rates and charges on an airwaybill.

If IATA's enforcement activities are withdrawn, who will play policeman?

Most countries have the right to prevent traffic from entering or leaving their domain if the rates charged are not considered fair and reasonable, and if there are no objectionable practices or provisions in tariffs, waybills or tickets. Setting a rate is one thing. Making it stick is another.

For domestic traffic, a government can make a rate stick. The U.S. Civil Aeronautics Board has its enforcement office—as do many other nations. But it is unlikely that a CAB enforcement officer would be received with open arms if he appeared at the home office of some nationalized airline to press charges of cheating or carelessness.

Even if he could document the charges, any real punitive action might precipitate an incident or call for a revision of the bilateral agreement.

The Civil Aeronautics Board is well aware of how ticklish this problem could be. The Board is again asking Congress for legislation so that foreign air commerce, either by U.S. or foreign air carriers, is subject to full regulatory authority.

Now, the only authority CAB has (except for passing on IATA agreements) is that of ordering a carrier in foreign air commerce to remove a discrimination in its rate structure if, after notice and hearing, a discrimination is, indeed, found. The Board has no summary power to stop an airline (international) from placing into effect any rate or practice it elects, unless discrimination can be proved.

The CAB needs and should get the authority requested. Most governments have the power to suspend rates of U.S. air carriers. Our government should not continue to tie its own hands so as to prevent it from taking action where it is needed in the public interest.

The Board and the airlines are not the only ones worried about the upcoming situation. Shippers familiar with the IATA machinery are worried. Though IATA is often cumbersome (there are approximately 80 members) and sometimes arbitrary, it has been effective in preserving the integrity of the tariffs.

Tariff integrity the international air freight industry must have. Otherwise, a shipper cannot be sure from one day to the next what to expect or how much it will cost.

Wallace I. Longstreth

TRENDS

A real interest in the development of air freight will have to be shown to the Civil Aeronautics Board before it grants any more air freight forwarder rights. Concrete evidence of CAB's concern was revealed in the recent show cause order to deny forwarder authority to 12 out of 13 applicants. The applicants were all interstate motor common carriers. The thirteenth, Empire Carriers Corp. of New York City, can have forwarder authority so long as there is no broadening of Empire's trucking rights which are limited to points within 25 miles of New York.

The open rate situation for transatlantic air freight is getting harder to avoid. The International Air Transport Association has ruled that there was no breach of regulations by the carriers which served notice of intent to withdraw from rate agreements on April 10. If the rates do stand open on April 10, a spate of new transatlantic air freight tariffs will become effective April 11. Some of the international airlines have plans for rates which would reduce transatlantic air freight charges by more than half for some shipments. Most of the airlines intend to be competitive regardless of how the rates are set.

U.S.-Puerto Rico rates are due for change soon—probably downward. Talks between the four U.S. airlines in the New York-San Juan market came to no satisfactory conclusion. The airlines requested CAB permission to continue the discussions. Nearly agreed to were a set of rates ranging downward from 24¢ a pound for smaller shipments to 14¢ a pound for shipments weighing 10,000 pounds or more. Pending is a twice-suspended specific commodity tariff of Riddle Airlines which would set a New York-San Juan rate of 14¢ per pound for shipments of 100 pounds or more. The suspension expires April 1, and the tariff may not be resuspended by the Board. Although Riddle's new tariff is for specific commodities, the commodities named cover most of the traffic moving from Puerto Rico to New York. If New York-Puerto Rico rates do come down, it will probably bring a downward revision for other rates to the Caribbean.

Air freight cartagemen in the East found trouble during the first quarter of 1961. Bad weather, particularly the snow, curtailed traffic and boosted expenses.

Teletype communications are yielding to telephones in some parts of the air freight industry. Where messages are long and require no immediate answer, tape recorders can be used. The messages are talked onto tape at normal speeds. For transmitting over the telephone, the tape is run through at high speeds. At the receiving end, the high speed message is recorded and then played back at a slow speed.

The campaign by Riddle Airlines to obtain supplemental passenger authority and to merge with Aerovias Sud Americana, a scheduled U.S. international cargo airline, will face tough sledding at CAB. Some Board officials are reported miffed at Riddle's efforts, so soon after the examiner's report in the Domestic Cargo Mail Case. The examiner recommended Riddle for a 10-year certificate backed up by five years of subsidy eligibility as the nation's only north-south all cargo airline.

NEWS

Eastbound Commodity Rates Slashed By Flying Tiger Line

A reduction in air freight rates by as much as 40% on a large group of eastbound commodities has been announced by The Flying Tiger Line.

The rate cuts, which have already been approved by The Civil Aeronautics Board, apply to 16 commodity groups.

The largest reductions, ranging from 39% to 40% apply to paints, hardware, foods and foodstuffs and bolts, nuts or screws.

Typical rates in this group are Los Angeles-New York, new 100 pound rate, $15.95, old rate, $26.60; San Francisco-Chicago, new 100 pound rate, $12.25, former rate $20.35.

All other commodity groups receive reductions ranging from 10% to 20%. Included in these groups are advertising matter, chemicals, bolts, aluminum extrusions, printed matter, pumps and parts, chinaware, electrical appliances and equipment, engine parts, tape or wire recording equipment.

Typical reductions applying to commodities receiving 20% cuts are: Seattle-New York, new 100 pound rate $15.95, former rate, $20; San Diego-Chicago new 100 pound rate, $11.60, former rate, $14.45.

John L. Higgins, FTL's vice president-sales, said the new rates "with many more to come, are part of a long-range program to introduce the first turboprop jet air freight service later this year."

"In approving these rates," Higgins said, "CAB recognizes the fact that we must give the shipper a chance to adjust his use of air freight transportation to a lower rate basis before we bring in the new CL-44 planes. It will also give us a chance to test the response of business and industry to lower rates."

NAL Adds 1049H Freighter To All Cargo Services

A second all cargo L-1049H freighter has been placed in service between New York and Miami by National Airlines.

The new flight operates nonstop to Miami, leaving New York's International Airport at 1 a. m. daily, except Monday.

On the reverse haul, the Super Constellation freight leaves Miami at 3 p. m. and arrives in New York at 9:53, following stops in Fort Myers and Orlando, Fla. The northbound flight operates daily except Sunday.

Robert D. Havenstein, NAL's regional cargo sales manager, estimated that the new flight would increase his carrier's cargo-carrying capacity by 1½ million pounds monthly.

Wheeled Container Helps Mercury Transfer Freight

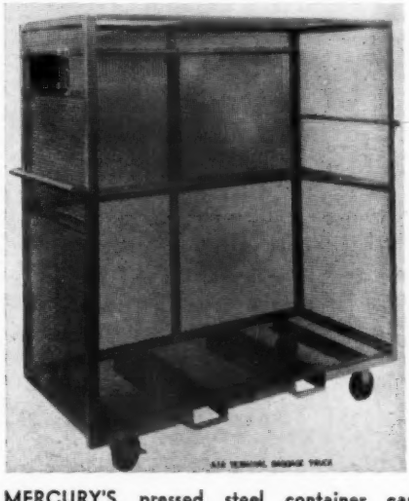
Thirty wheeled containers designed to cut ground handling cost and speed the transfer of air freight have been introduced in the New York area by Mercury Air Freight, cartageman for the scheduled airlines in New York City.

Under the system employed by Mercury, a supply of empty containers is always left with the airlines.

As freight is received, the airlines pre-load the containers with freight and mark the number of the container on the airbill as well as the airfreight manifest.

At the time of pickup, the Mercury driver simply rolls the loaded container on his truck and signs a bulk receipt.

On outbound shipments, the process is reversed. Mercury loads the containers according to airline. Container numbers are marked on the manifest for each shipment listed. The driver then rolls off the containers at the airline dock and receives a bulk load receipt.



MERCURY'S pressed steel container can handle 2000 lbs. of freight.

Mercury's containers are made of pressed steel and rest on four wheels. Capacity is 2000 pounds—cost $100 each.

The units measure 5 feet by 5 feet by 28 inches. A 16 foot van truck can accommodate six.

U.S.-Europe Cargo Space Will Rise Sharply In '61

Cargo capacity in 1961 available to transatlantic shippers on member airlines of the International Air Transport Association may be almost double the 1960 total of 126,886 metric tons, according to data supplied to the Association's cargo conference held in Paris. Of the 1960 total, combination aircraft carried 87,726 tons, while the remaining 39,160 tons was flown on all-cargo aircraft.

In 1961, capacity on combination aircraft was estimated at 132,748 tons. However, a grand total could not be computed since data supplied by Seaboard & Western Airlines for its all-cargo capacity reflected figures for a 12 month period with all of the airline's all cargo CL-44D aircraft in operation.

Apart from Seaboard, the capacity offered in the all-cargo aircraft of all IATA North Atlantic airlines for 1961 was estimated at 54,512 tons.

Seaboard told the meeting that with all five CL-44Ds in operation, it would have an all-cargo capacity of 55,000 tons a year. The first two S&W CL-44D's are scheduled for service in July 1961.

Riddle Schedules Argosy On Miami-San Juan Route

The Argosy turboprop freighter has been placed in regularly scheduled service between San Juan and Miami by Riddle Airlines. Daily Argosy flights leave Miami at 10 p. m. Return trip leaves San Juan at 8 a. m. daily.

The Miami-San Juan segment was selected to receive Riddle's first scheduled Argosy service because, according to the carrier's president Robert M. Hewitt, "this is the company's historic market, the one which Riddle

pioneered 15 years ago. It is only fitting that the Commonwealth of Puerto Rico which helped give Riddle its start and which has sustained it over the years should receive the initial commercial Argosy air freight service."

The Argosy can carry 11 to 12 tons of freight over the 1094-mile Miami-San Juan segment in less than 8 hours for the round trip.

AFFA Dinner Scheduled For April 7

Principal guest speaker at the Air Freight Forwarder Association's annual dinner on April 7 will be Civil Aeronautics Board Chairman Alan S. Boyd. Also attending will be Senator Robert Bartlett (D-Alaska), who has been chosen by the forwarders as legislative man of the year.

The event will be held in New York's Waldorf Astoria Hotel, and will be preceded by a reception in the West Foyer at 6:30 p.m.

Cargo Jets Proposed For Military-Civil Use

A bill which would create a fleet of military cargo jet aircraft with provisions for leasing the inactive planes to civilian operators has been introduced in Congress. The measure (HR 4588) was sponsored by Rep. Craig Hosmer (R-Calif.), and was introduced to provide for "Development and maintenance of an adequate fleet of American jet cargo aircraft to promote the commerce of the U.S. (and) to aid in the national defense . . ."

Hosmer said the plan would apply provisions similar to those under which the government now assures maintenance of an adequate merchant marine. "However, instead of subsidies, the government would buy the jet fleet outright and in peacetime lease aircraft not needed for routine operations to U.S.-owned and manned private airlines," he said.

Specifically, the bill would require the defense secretary, after a survey, to adopt a long-range program for replacement of and bolstering the military jet fleet. The measure calls for: (1) creation of a fleet of jet cargo planes adequate to meet current operational needs, and (2) operation by U.S. citizens on a lease basis for cargo or passenger use of those jets not required for current operational duties.

Under a sealed bid procedure, the defense secretary would select the highest bidder. He could, however, reject this or any other bid if he determines that the bidder lacks sufficient capital or experience.

Hosmer estimates that lease revenues would "meet or exceed" the cost of maintaining enough jets for defense needs. "In addition, the plan would provide domestic airlines with jets they need to meet increasing passenger and cargo demands which they cannot buy because purchases cannot be financed," he said. "At the same time, it would permit our overseas airlines to compete more equitably with subsidized foreign airlines."

Hosmer predicted that the legislation, if adopted, would "get our airplane factories back into mass production. This in turn will cut unit costs of airplanes and stimulate further buying of American jet airplanes by both domestic and foreign airlines." He called for "wholesale modernization" of U.S. domestic airline route structures and asserted that better service, reduced rates and a healthy commercial air industry cannot be expected until routes are converted to "the realities of the jet age from the piston engine propeller driven basis on which they were established." The bill was sent to the Armed Services Committee.

CAL Cuts Chicago-Los Angeles Rate

Shippers can now take advantage of Continental Air Lines' new low directional rates for the movement of cargo from Los Angeles to Chicago. CAL says the rates which have obtained Civil Aeronautics Board blessings, range from 10% to 39% below regular tariffs and cover 87 different commodities.

CAL's directional rates will be applied only to shipments which are delivered to the airline between 2 a.m. and noon. Theory is that more Chicago freight will move on CAL's four daily daylight Boeing 707 jets.

As a result, CAL now has two sets of rates in effect.

(Rates Per 100 pounds for minimum weights of)

	100#	1,000#	2,000#	3,000#	4,000#	10,000#
Commodity Group 174 (formerly 103)						
Between 2 a.m. and 12 noon	$12.95	$12.95	$11.27	$10.48	$10.05	$ 9.79
12:01 p.m.-1:59 a.m.	$19.20	$18.90	$17.55	$16.90	$16.40	$16.05
Commodity Group 176 (formerly 16)						
Between 2 a.m. and 12 noon	$12.95	$12.95	$11.27	$10.48	$10.05	$ 9.79
12:01 p.m.-1:59 a.m.	$14.45	$14.25	$13.55	$13.05	$12.85	$12.45

Interline Pact Signed By REA-S&W

An interline pact designed to speed international air shipments has been signed by Seaboard & Western Airlines and REA Express. The agreement links shippers and receivers at some 20,000 off-airline points served by REA and the 17 European markets served by Seaboard.

Anthony F. Arpaia, REA's v.p. international services, predicted that the interline agreement would not only simplify forwarding of international air shipments, but also should encourage increased use of American transport aircraft. He said the agreement minimizes the problems of shippers through use of single-receipt, single-charge handling procedures and provides the combined benefits of both the airlines' and REA's low commodity and import-export rates.

John Mahoney, senior v.p. of sales for S&W, said the greater efficiency of the new CL-44D turboprop freighter and the combined services of Seaboard and REA Express working closely together will provide a real stimulus for a sharp upturn in international air freight shipments to and from the United States and Europe.

Seaboard expects to place the CL-44D on its routes in July.

Airborne Backs NYC Sales With Promotional Aids

Two new promotional tools are being used to back up Airborne Freight Corp.'s sales drive in New York City.

One is hard to miss, especially if you are in the neighborhood of the big forwarder's Third Avenue office. It is a large sign painted with the Airborne signature and symbol. Stretching clear across the top of the forwarder's building, the sign is strategically located

NOT ONLY PROMOTIONAL but practical, this sign atop Airborne's headquarters in NYC has been drawing the attention of shippers throughout the city.

near the mid-town tunnel exit and the East Side Airlines Terminal.

One section of the sign will be used each month to pay tribute to key figures or organizations in the air freight industry. Last month the spotlight was on Boeing Airplane Company.

Other organizations tentatively scheduled to appear on the Airborne sign include the California Flower Growers Association, The Flying Tiger Line, American Airlines, Pan American World Airways, United Airlines, and the Aviation/Space Writers Association.

The second promotional endeavor, an eight page newsletter entitled "How To Use Air Freight," is directed exclusively to the shipper. The publication will contain news about Airborne and, in each issue, will present the case history of a firm which successfully switched all or part of its distribution to air freight.

The eight page publication will be mailed directly to shippers in the New York area. In addition, Airborne's sales staff will use the publication, as a sales tool while on business calls.

Unfrozen Fish Lift Developed By FTL

The problem of how to move fresh, unfrozen fish by air has been solved by The Flying Tiger Line. Tigers unraveled the problem with the help of lightweight packaging materials developed by the St. Regis Paper Co.

Thanks to this development, Tigers has been regularly moving fresh fish shipments weighing as much as 2500 pounds over its system.

The fresh fish movement is part of an air freight specialist sales development project headed by FTL's George Zettler, assistant to the general sales manager. It was organized by Zettler and Larry Kerr, former Tigers' Seattle district sales manager and now assistant sales manager in San Francisco.

Other principals instrumental in developing the program are the St. Regis Paper Co., which supplies FomeCor containers for the packaging of the fish; the Eastern Commission Co. of New York which is marketing the fish; and the San Juan Fish Co. of Seattle, which packs the fish and acts as the originating shipper.

The fish involved in the movement are fresh caught silver salmon, averaging about 10 pounds a piece. They are packed 10 fish to the carton. The cartons can be stacked four high.

Zero Pak refrigerant is enclosed with the fish, six packs to the carton. Total weight of each container is approximately 125 pounds.

Eastern Commission is extremely optimistic and says the combination of packaging plus the speed of air freight has made it probable that all LCL-less than carload shipments—of fresh fish from the west coast can be economically shipped by air freight.

Don Wolf of the St. Regis Co. in New York is equally optimistic. "Never," he said, "have I witnessed such an enthusiastic reaction to a new FomeCor container application."

Here is how one of the pilot moves was handled. In the shipment, 20 FomeCor containers were packed, each with 100 pounds of fish and six frozen packages of AeroPak. Readied in the afternoon at the San Juan fisheries plant in Seattle, the containers were transported by truck to FTL's Seattle terminal and loaded on a flight, departing 6 p.m. for New York.

The flight arrived in Newark the following afternoon at 4:55 p.m. The cartons were offloaded at 5:30 p.m. and stored in an open, covered warehouse until midnight. They were then picked up for delivery to New York's celebrated Fulton Street Fish Market.

The containers arrived at the Market in excellent condition, except for some bulging of the bottom row cartons. This did not happen in flight but occured when the containers were stacked seven high on pallets after their arrival in Newark. As a result, a limitation of loading to a height of four cartons was recommended for future shipments.

The cartons were not opened until 5 a.m., the second moring, or approximately 35 hours after departure from Seattle. The consignees, at Eastern Commission Co., along with many customers and competitors who observed the fish, remarked that they were in excellent condition, far superior to the results obtained from surface transportation.

Riddle—ASA Prepare To Merge

Merger proposals advanced by Riddle Airlines and Aerovias Sud Americana, two U.S. all cargo airlines, have met with the approval of the two carriers' Board of directors. Riddle would be the surviving corporation.

The two carriers are moving to obtain the necessary Civil Aeronautics Board authorization and plan to proceed with the corporate marriage as soon as possible. A request has already been filed with the Board which would set up an interchange.

The interchange would link the two systems and allow operations between New York and Chicago on the one hand and Panama and Peru on the other.

UAL Plans New Low Rates For April 9

A reduction in freight rates on numerous commodities flown from major West Coast cities to Eastern and Midwestern points has been proposed by United Air Lines. Rates on the commodities would be cut from 16¢ to 13¢ per ton mile, and would go into effect on April 9, if approved by The Civil Aeronautics Board.

Products affected by UAL's cut would include electrical parts and equipment, aircraft engine parts, automotive accessories, advertising matter, hardware, chemicals, biologicals and household appliances.

Reductions on these items would apply on shipments from Seattle-Tacoma, Portland, San Francisco-Oakland and Los Angeles to Chicago, Milwaukee and all points east of Chicago. The cut would also apply from San Francisco to Kansas City and from San Diego to points east of Chicago excluding, Detroit, Boston and New York.

AIR CARGO
APRIL, 1961 Vol. 5 No. 4

By Air, Moving Overseas Is Eased

The air freight movement of household goods is quicker, has fewer claims from pilferage or damage, and often costs less than sea transport.

THE AIR SHIPMENT of household goods is a sure, quick, easy way to transfer a family from one city to another. The quickness, the sureness, and the ease become even more apparent when the distances are great and the family's new surroundings foreign.

Between the U.S. and South America this is understood, as it is between the 48 States and Alaska. Between the U.S. and points across the Atlantic or the Pacific, the air movement of household goods is not so firmly entrenched.

The old $ sign has made the big difference. Between the U.S. and South America, transportation costs are actually less by air. From Miami to Venezuela, for example, the air movement of household goods cost approximately 25% less than if they were shipped by sea.

Between the 48 States and Alaska, air rates are competitive with surface. The balance is tipped in favor of air by a comparison of the times involved and the expense of putting a family in a hotel until the furniture arrives.

Between Seattle and Alaska, Lyon Van and Storage Co. has conducted a thriving business for household goods since 1953. In the first year, Lyon handled 2¾ million pounds. Since then, the service has grown.

George Agner, general manager of Lyon's Household Shipping Division, says that Lyon hauls millions of pounds of household goods each year between the U.S. and Alaska, and during peak periods, a planeload daily moving between U.S. and Alaska is commonplace.

For the U.S.-Alaska traffic, Lyon loads the household goods on the airplane in the same manner that the moving vans are loaded. In shipping household goods to other areas, Lyon generally uses a light, plywood container. The containers, manufactured by Lyon's Aircraft Services Division, are light enough for air transport but sturdy enough to withstand the somewhat rougher transportation that the continuing surface transport requires.

Agner explained, "pick up and delivery requirements for household goods customers are pretty much the same as for commercial shippers. It is for this reason that we favor a plywood container where we do not have a controlled movement to or from the aircraft in overseas areas."

For shipments moving between the U.S. and South America, a container of some sort is almost always used. Withers Van Lines, with a major facility in Miami, uses several types. Most popular is the plywood container which can be knocked down, if it is to be returned to Miami empty.

Even though price is a factor, the convenience of the move by air to South America sways many shippers. It is standard operating procedure not to ship household goods to South America for storage. If there is any storing to be done, it should be done in the States. Only when there is a house ready to receive goods should a shipment be sent off to South America.

By surface, with luck, a shipment can move from an East Coast U.S. port and reach a coastal destination in South America in a month. By air, the move can be made in less than a week.

Comparative Cost Analysis for Shipment of Household Goods from New York to Frankfurt

4,000# Net Weight—Value $4,000

AIR

Item	Rate	Cost
Residence to Warehouse (4,000# Net Weight)	$1.50 per 100#	$ 60.00
Packing & Crating Costs	3.75 per 100#	150.00
Delivery to Airport	12.50 per hr.	50.00
Documentation		10.00
Air Freight—4,000#	.45 per lb.	1,800.00
Delivery—Airport to Residence	12.50 per hr.	50.00
Uncrating and Handling Charges	1.10 per 100#	64.00
Insurance	.20 per $100 Val.	8.00
Maintenance		Nil
TOTAL COST		**$2,192.00**

SURFACE

Item	Rate	Cost
Residence to Warehouse (4,000# Net Weight)	$1.50 per 100#	$ 60.00
Packing & Crating Costs (6,500# Gross)	7.50 per 100# (Gross Wt.)	487.50
Delivery to Pier	12.50 per hr.	100.00
Documentation		15.00
Sea Freight—722 Cut. Ft.	1.15 per cu. ft.	830.30
Pickup at Pier and Uncrating	2.50 per 100#	162.50
Van—Hamburg/Frankfurt	3.75 per 100# (net)	150.00
Insurance	.90 per $100 Val. plus excess for fragile items	152.00
Maintenance, 3 Persons	30 days @ $10.00 per day, per person	900.00
TOTAL COST		**$2,857.30**

For the move to Europe, an entirely different set of conditions are met. Europe has abundant, good surface transportation. Even so, the time element which so favors movements to Alaska or to South America, comes into play for the move to Europe.

Pricewise, surface has a small advantage, but only for the skilled shipper. Between New York and Frankfurt, for example, a movement of 4000 pounds of household goods can be made by sea for approximately 10% cheaper than by air. This takes in only the transportation costs. It does not take in to account the expense of maintaining a family while awaiting furniture. With maintenance costs included, air always is the cheapest way.

This has been recognized by many of the major industrial concerns in the U.S. Outfits such as Chrysler, Cessna, and DuPont transfer their personnel by air, including the household goods, because it is economically sound.

In addition to the actual cash outlay involved, these companies take into consideration morale.

"It is fine," said one executive, "to send a family over to Europe and let them spend a few days in a hotel as a sort of vacation. But let the stay drag on for weeks, and the breadwinner will have trouble doing his job. His kids will get fed up with hotel living, so will his wife. Before long, our man is so worried about when he is going to get his gear that he is just wasting time at the office."

A comparison, charge by charge, of surface with air is impossible to set up. A total cost figure can be obtained, but even a total cost figure is subject to certain variables which are functions of the weight, cube, and value of the shipment. Additional variations are introduced as the number of accessorial services are increased.

For instance, by surface it is common to have some of the arrangements handled by a customs house broker. The broker is entitled to a fee. In air transportation, a customs house broker frequently is not used.

Too often, the prospective shipper discovers that the air charge is, say, $1,800.00 (New York-Frankfurt) while the charge for the same shipment by sea is only $830.30.

Then, the shipper figures that the $1000 difference will buy a lot of accessorial charges. It will—but not enough.

To combat this lack of shipper knowledge will require a major effort by the moving and air transport industry. In certain areas there has been a great deal of promotional work done, but usually by individual concerns. Between the U.S. and Europe, not as much has been done as in the case of U.S.-South America.

However, this year will see a major change. The household goods traffic will be sought diligently to fill the cargo planes which will ply the Atlantic.

One air freight executive feels that the development and handling of household goods traffic would be farther along if there was a coordinating force.

"What I foresee," he said, "is an international household goods coordinator. Probably, this coordinator will be someone not with an airline or a mover. He will come into being simply because there is so much traffic to move."

The total tonnage involved in the international movement of household goods has been pegged at more than twice the tonnage of all freight now moving by air. ■

The latest thing . . .

Poly-Tite Employs Film For Packing Fragile Items

An adaptation of a packaging technique used by industry promises movers an appealing way to save money.

By WALLACE I. LONGSTRETH

A SEE-THROUGH, dust-proof moisture-proof pack for the smaller household items is the new, startling development in the household goods movers industry. The new pack is particularly startling because it follows close on the heels of a system of packing which is less than a year old for many movers.

The new packaging method is called Poly-Tite. It employs a machine that heats polyethelene film, drapes the heated film over items to be packed, and then welds the film to a polyethelene-coated pad of corrugated paper board. The machine is a development of the MFP (Machines For Packaging) Company of San Mateo, Calif.

The complex-sounding operation is actually very easy and can be accomplished by one man in less than 30 seconds after 15 minutes of instruction. The Poly-Tite system is designed to replace all older methods, including the systems which employ flexible corrugated paper taped or stapled around small, breakable household goods. These systems had such names as Pride-Pack, Clean-Pack, Value-Pack, and so on.

The Poly-Tite system is an adaptation of a process which has been used by the manufacturing industry for several years. The principal difference is in the machine. For the household goods movers, the machine is portable, operates on house current, and passes easily through a 26-inch doorway.

The advantages in the new system, as listed by MFP, fall into four principal areas. The system:

- impresses customers
- cuts barrel packing time
- reduces damages
- cuts materials costs

At a demonstration for the Movers Section of the District of Columbia Truckers Association, it was apparent that the movers were impressed. The demonstration was put on by Smith Transfer and Storage Company, the Mayflower agent in Washington. Smith holds the distributorship in Washington for the Poly-Tite system. National rights to distribute this MFP machine are held by another Mayflower agent, Merrills Transfer and Storage Service of San Francisco.

Demonstrating the machines capability at the Washington showing were Arthur C. Smith, Jr., president, and Virgil A. Seward, Jr., vice president-operations, of Smiths. In the normal course of their duties, neither man spends much time packing china or bric-a-brac.

For the demonstration, all sorts of dishes were packed, plus bric-a-brac, coins, papers, two glasses half full of water, a cup of fruit salad, some candles, and some kitchen utensils. For each item packed, the packaging was perfect.

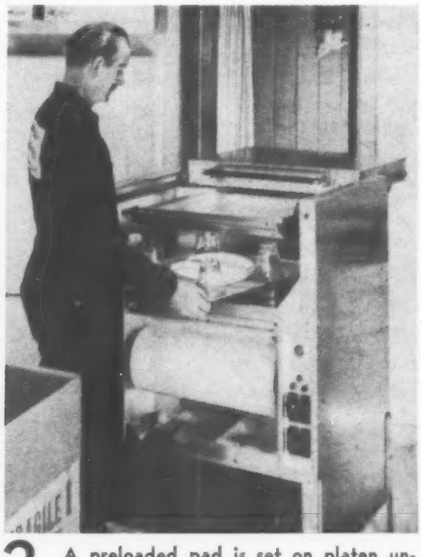
The things were held rigidly in place on the pad. Even the water in the glasses did not leak out when the pads were turned on edge and placed in the barrel.

The barrel used was the standard dish pack, 18-by 18- by 30-inches, which for the last several years has replaced the old wooden barrel for carrying dishes and small, fragile household items.

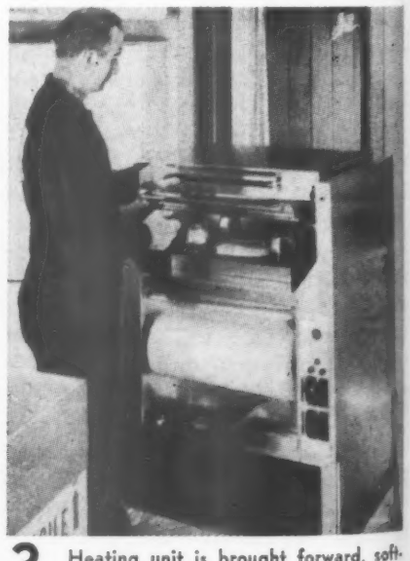
Even though this is a brand new process, some tricks of the trade are already developing. In placing dishes or other items on the pad, the most fragile pieces should be put in the center. Around the edges or at the four corners should go the stronger, taller items. Then when the fully packed pad is placed in the barrel or

Step by step the pictures below show how quickly and easily the new system packs small pieces.

1 Plastic film is put on drape frame and raised.



2 A preloaded pad is set on platen under the film.



3 Heating unit is brought forward, softening film.

LEFT: A cut-away view of a packed barrel shows the two layers of packed pads completely filling the carton. Note that this is a demonstration barrel. In actual practice, the outside pads would be turned to face the center of the barrel. The two centermost pads would be separated with a square of corrugated board.

RIGHT: Varying shapes and sizes on the same pad present no problem to the plastic film. The polyethelene molds itself to each piece, holding it rigidly in place. Because of the visibility unrelated pieces can be packed on the same pad.

shipping carton, centered pieces are given more protection.

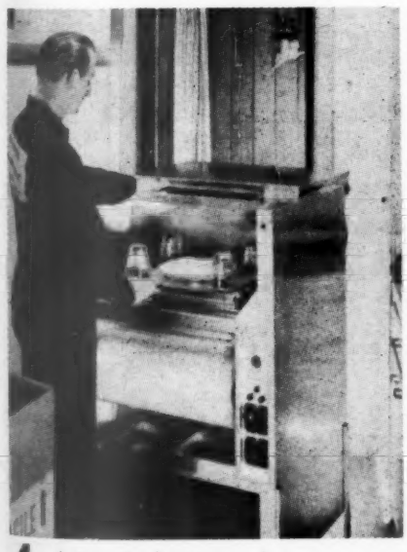
The pads will take any item up to 17" by 13" which is not more than 6" tall. Recommended maximum weight per piece is 10 pounds, but several 10-pound pieces can be placed on the same pad. The pad's limit is about 40 pounds.

The pad is corrugated paper board which has a very thin coating of polyethelene film on one side. The coated side is perforated so that air can be sucked out of the pack. As the air is drawn out and vacuum established, the polyethelene film covering is bonded to the coated surface of the pad. The plastic will stick to nothing but itself.

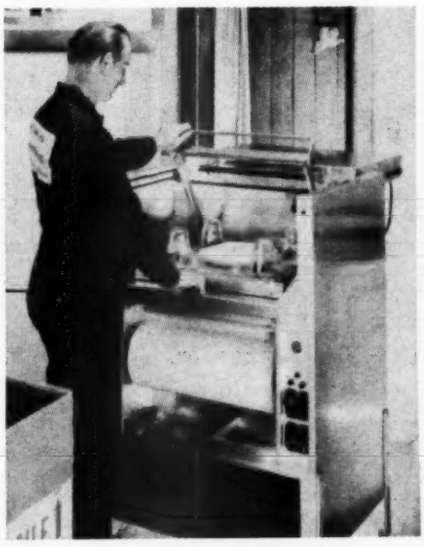
Since the plastic covering is heated before being lowered, it molds itself to the shape of anything on the pad. As soon as the bonding is completed, a matter of seconds, the machine has finished its job. The pad is taken out and put into the barrel. In the barrel, the pad stands on edge.

Depending on the thickness of the items packed, a carton (barrel) will hold 8 to 15 fully packed pads in two layers. In packing the carton, best results are obtained by placing the smooth side of the pad against the side of the carton. In the center of each layer, a square of plain corrugated board separates facing pads of china or other fragile items which should not bump each other.

One of the biggest selling points of the new method becomes apparent



4 Automatic heating and vacuum completed, heater retracted.



5 Frame hold film is opened. No cooling off period needed.

6 Packaging completed. Elapsed time, less than 30 seconds.

THERE ARE NO CURVES IN THE SKY

Or bumps. Or tolls. Or hills. And Tigers' fleet of giant Super-H Constellations cruise *above* the storms. Want your shipments to get there direct, without delays, and at less cost than expedited surface transportation? Then ship with Flying Tigers—*the* Airfreight Specialist!

FLYING TIGER LINE

THE ONLY TRANSCONTINENTAL AIRLINE SPECIALIZING IN AIRFREIGHT...SOON WITH CANADAIR CL-44 TURBO-PROP JETS

The only curves *you* want go up. On a graph. When you specify Flying Tigers on your shipping instructions, you *do* save. And you get the kind of prompt, specialized service only Tigers can give you.

Like our nationwide teletype system. It keeps tab on your shipments from the moment they leave one hand till another hand signs for them. And Tigers' truck fleet at either end of the airways delivers these shipments at the time you choose.

We fly freight only. That's why we're called Airfreight Specialists. Every part and parcel gets safe, careful handling all along the way. And cargo is not kept waiting while passengers and baggage are booked!

Check the Yellow Pages for your nearest Flying Tiger Representative. Ask him about complete schedules, new money-saving packaging ideas, and *minimum* minimum rates. He'll show you how Tigers' direct shipments will save on handling costs and how you can ship many items at less cost than rail express!

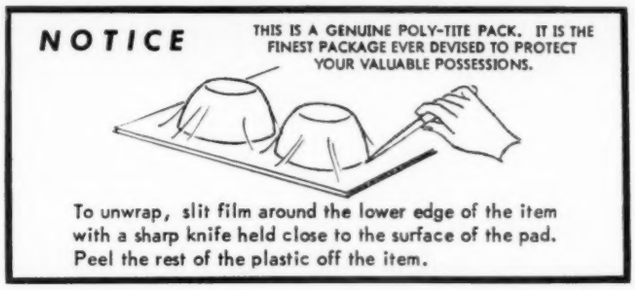
Compare these door-to-door delivery prices—per 100 lbs.

	EXPEDITED SURFACE TRANSPORTATION	TIGERS DEFERRED
Los Angeles to New York	24.00	15.34
San Francisco to New York	24.45	15.95

FLYING TIGER LINE
AIR-FREIGHT SPECIALISTS

when it is time to unpack.

Dishes, or what-have-you, arrive at the new home clean, ready to use or to put in the cupboards. Movers say this impresses customers. Movers have also discovered that a householder who moves from one house to another always has many little items which do not fit into the new house in exactly the same way they were used in the old house.


NOTICE
THIS IS A GENUINE POLY-TITE PACK. IT IS THE FINEST PACKAGE EVER DEVISED TO PROTECT YOUR VALUABLE POSSESSIONS.
To unwrap, slit film around the lower edge of the item with a sharp knife held close to the surface of the pad. Peel the rest of the plastic off the item.

A little sales promotion goes into each packed pad, in the form of instructions as to how to unpack.

With Poly-Tite packing, the pads display all items. The householder can simply point to the items he wants immediately and say, "I want that." The item requested is cut free. Anything else on the pad is left there, completely protected, but visible, against the day when the family can use the item.

To unpack the pads, all that is needed is a sharp pen knife. The point of the knife is pushed through the plastic covering and then drawn around the item to be removed. In the unpacking process, no mounds of corrugated paper or shredded paper are created. Mess is all but eliminated. Pads or partial pads not unpacked can be slipped into cartons and stored in the basement or attic.

The Poly-Tite system of packaging is simplified by using one size of pad and one size of plastic film. The polyethelene film comes in a 20-inch roll, 400 feet long. It costs about $10.00 a roll, or 2½¢ a linear foot. The pads run about 5¢ a piece in lots of 5000. For packing the average barrel, material needed will cost approximately 90¢. MFP estimates that the Poly-Tite system will save one-third in packaging costs over other systems.

Timewise, the distributors estimate a saving of 25% for the packing operation.

Also impressive during the demonstration was how well the system handled the little bitty things. Tiny things just do not get lost or hidden when being packed. Neither can they be inadvertantly thrown away when the "mess" from unpacking is cleaned up. This factor is a tremendous assist when the items are inventoried at destination.

The machine sells to movers for $995, f.o.b. San Mateo. It is also available through a lease-purchase arrangement at $38 a month. ■

As soon as a pad is packed, it can be placed in a barrel. This cuts down handling and speeds the whole packaging process.

Improved Service Is Goal of . . .

First Eastern Regional Cargo Meeting

Cartage contractors and airline representatives turned out in force to exchange views and listen to a battery of experts present their views on how to improve pick up and delivery service in connection with air freight.

CARTAGE CONTRACTORS and airline representatives in the eastern half of the U.S. met in the Hotel Governor Clinton in New York City for the First Eastern Regional Cartage Conference.

Guest speakers teamed up in pairs to deal with a wide range of subjects of special interest to both airline and cartage men.

The morning session got under way with a discussion on Pick Up and Delivery Service to the Public by Nicholas J. Mandella, manager of cargo service, American Airlines and Carl Palermo, Atlantic Air Freight, New York.

Mandella emphasized that the object of the air freight industry was to provide an overnight freight service, between any two marketing areas. The future, he said, would be measured by how rapidly additional pairs of cities are added to the present roster of communities "whose products are separated, not in miles or days, but are separated only by an overnight journey."

Turning to the present, Mandella outlined what he felt was immediately required to meet the demands of overnight air distribution patterns.

Deliveries, AA's cargo manager said, must be completed in the morning, or by 1 p.m. at the latest. He felt that anything later would destroy much of the effectiveness of the product which was being sold.

Planning was urged to combat the late-ready time of shipments. Mandella urged both the airline and the cartage agent to try and plan for the late pick-up. He noted that "if the airline does not receive the shipments from the contractor at the agreed time, those shipments are not going to get aboard the freighters, and they are not going to get to their destination in time for next day delivery. "We have then failed to supply that which we so earnestly sold," he noted.

Carl Palermo called for joint efforts by airline and cartage agents at the operational level to iron out common problems connected with pick up and delivery service. In connection with these problems, the idea of a uniform credit policy was discussed.

Said Palermo: "The contractors should not be put in the position of becoming bankers or collection agencies for the airlines. This is one problem that the air carriers themselves can solve and at the same time help the customer receive faster more consistent delivery service. Perhaps all air carriers should establish some central clearing house to determine which are credit accounts and which are not."

James Edwards, superintendent of cargo sales, overseas division, Pan American World Airways and Robert W. Williams, general manager, Mercury Air Freight, tackled the subject, Freight Exchange and Handling.

Space, Speed And Service

Edwards placed the emphasis on space, speed and service. He elaborated: "Space so valuable that it now requires reservations procedures more exacting than ever before. Speed so essential that profit and loss can fluctuate each time a shipment reaches its final market, even a few hours late. Service so competitive that none of us can be caught relaxing for one second or even thinking in terms of I cannot and I will not."

Edwards felt the warehousing had no place in the future of air cargo. The demand for an efficient and rapid exchange of freight, he told his audience, can best be met by keeping pace with ever changing methods.

According to Mercury's Robert Williams, the exchange of freight between airplanes and trucks presented the greatest possibilities to expedite and economize for airlines and truckers alike.

Williams asked the question: Would it make sense for airlines to have an expedite-door to handle a maximum of five shipments weighing 500 pounds or less? "Obviously," continued Williams, "those airlines with insufficient doors should take steps to improve the situation because I am sure many truckmen leave in dispair when they see a line formed."

George Zettler, assistant general sales manager for the Flying Tiger Line came all the way from California to join Thomas M. Auchincloss, administrative assistant, traffic department, American Trucking Association, in a discussion on the merits of Truck-Air Service.

The single purpose of air-truck tariffs according to Zettler, "is to make it easier for more shippers to utilize air freight." He spelled out the criteria by which a trucker is selected to serve an off-airline point by listing five yardsticks: (1) reputation with customers; (2) ability to connect with air carrier flight schedules; (3) willingness to establish a single all inclusive rate; and, (4) a sincere desire to help in creating new traffic.

Zettler favored selecting only one trucker to serve a particular point because "at today's air freight rates and the limited amount of traffic to offline points, one motor carrier will do a better job knowing that he will get all the traffic rather than having to split with two or more companies."

In closing, he urged the motor carriers to back truck-air with sales programs of their own.

Presenting the views of the trucking industry, Thomas Auchincloss urged an efficient chain of communications between air and motor carrier. "We look forward," he said, "to more joint meetings with representative of the airplane industry on this matter of coordination, the elimination of unnecessary paper work, and the holding of handling costs to a minimum."

Views on the largest single source of freight in the U.S., Military Traffic, were presented by Henry Ross, manager of military traffic for Delta Air

(Continued on page 21)

Doorway to all Europe for your product...

PAN AM WORLD-WIDE MARKETING SERVICE

Now, in one step, the most complete overseas marketing service ever developed helps you do business with Europe's 343,000,000 consumers.

PAN AM JET CLIPPER® CARGO

via the WORLD'S MOST EXPERIENCED AIRLINE

PAN AM

WORLD-WIDE INFORMATION

Current, valuable, authoritative information on 114 world trade centers in 80 foreign lands!

- *Pan Am gets marketing facts*—plus special needed information.
- *Pan Am can help find markets for your product*, also distributors, buyers, bankers overseas.
- *Pan Am advises all the way* on containers, insurance, rates, routes, collections.
- *Pan Am monthly magazine* lets you in on "inside" information, overseas opportunities!

WORLD-WIDE TRANSPORTATION

More flights direct to more major markets by the world's largest, fastest overseas air cargo fleet!

- *Fastest delivery overseas, from 15 international gateways in U. S.* plus faster, new ground procedures.
- *One source for documentation*, plus world's largest *international* truck-air system, cuts red tape.
- *More space, speed!* More all-cargo planes, and over-ocean Jets.
- *Rates lower than ever!* In more and more cases distribution by Pan Am costs less than by surface.

WORLD-WIDE REPRESENTATION

More American and English-speaking personnel to represent you and your product overseas!

- *You get 114 world-wide offices—at no extra cost!* Your product is handled the way *you* want.
- *American viewpoint on the spot* from American-trained personnel with local market know-how.
- *World-wide contact service!* Pan Am's integrated sales/service organization takes the hitches out of world marketing.
- *World-wide follow-through* makes world's *surest* delivery!

PAN AM PUTS YOU IN BUSINESS ABROAD—WITH ONE PHONE CALL!

Call your cargo agent, freight forwarder or Pan Am office.

*Trade Mark, Reg. U. S. Pat. Off.

From the Cargo Files of the most experienced jetline in the West!

AVON COSMETICS + CONTINENTAL JET CARGO = SWEET SUCCESS STORY!

THE PRODUCT: A new Avon perfume...Topaze...worth $20 an ounce.

THE PROBLEM: Avon Representatives in the Kansas City area enjoyed overwhelming sales success with Topaze. Therefore, additional supplies were needed immediately to fill their orders. The closest source: Avon's Pasadena Laboratory.

THE SOLUTION: Avon's Kansas City Traffic Manager contacted Continental's Cargo Manager in Los Angeles. Just 8 hours 45 minutes later, a Continental Golden Jet 707 delivered the new supplies—in time to meet all requirements for the unprecedented sales of Topaze. A quick call to Continental—a sweet success story!

Like so many of today's smartest shippers, Avon has learned to rely on Golden Jet cargo service—not just for emergencies but for routine daily deliveries. It keeps inventories low and guarantees delivery dates.

Continental now offers round-the-clock jet cargo flights between Chicago-Los Angeles. Plus jet cargo service to Houston, El Paso, Denver and Kansas City. In addition, Continental's Jet Power Viscount II's serve 26 major cities in the West and Southwest.

For additional information, contact your local freight forwarder or write: Mr. Lee Slay, Director, Cargo Sales, Continental Airlines, Stapleton Field, Denver 7, Colo.

New! Minimum air freight charge now only $4.00 on Continental!

CONTINENTAL AIRLINES

SPEAKERS: (l. to r.) Seiden, Mandella, Tulley, Palermo, Johnson, Nix, Patafio, Edwards, Roper, McColgan, Auchincloss, Zettler, Griffith, Higgins and Williams.

(Continued from Page 18)

Lines and Col. J. Walter Higgins, Director of Traffic, Military Traffic Management Agency.

Ross listed five recommendations: (1) survey the military installations in your area; (2) know the location of those installations which generate a volume of air freight traffic; (3) call on the transportation officer regularly and ask for his business; (4) coordinate a program on the handling of military traffic that will be mutually advantageous to all concerned; and (5) make the transportation officer's job easier to use our service through whatever means are available.

The military in turn had some advice for the contractors. Col. Higgins outlined some salient points. He urged the assembled cartagemen to: work with and know the local transportation officer; continue expansion of local cartage to military bases; and continue the development of through rates and a single bill of lading to destination.

Guest luncheon speaker was Walter H. Johnson, vice president McCann-Erickson. A former airline executive with American and Capital airlines, Johnson gave his views on selling air freight, in light of new low rates which are being formulated.

Needed An Industrial Tool

Johnson is of the opinion that the industry has not been doing the adequate thinking or planning job to sell these rates as an industrial tool. "We put the cart before the horse," he charged, "in our constant discussions and claims for rate cuts and new rate structures. We would have been better off to sell the product we had more aggressively and let the development of the new airplane take care of the new rate structure when the new airplane came."

The sales theme was picked up in the afternoon session by Irving Seiden, vice president, Mercury Air Freight and Donald J. Patafio of Ambassador Mail Advertising Co. They combined efforts to handle the sales and promotion section of the conference.

Seiden had eight suggestions on how to sell and develop air freight volume.

He gave special attention to his last point, which he labelled general advertising policy.

Referring to a series of airline ads in newspapers over a two week period, Seiden pointed out that they all had one thing in common—they sold passenger business.

This led Seiden to ask the question, "Why not get the added mileage out of a daily campaign? All I am suggesting," he said, "is a squib, a paragraph, a catchphrase, or a slogan, anything dealing with air freight which could be inserted in each ad to stress air freight a little."

Seidens' other seven points—know your cartage agent, do not overlook the small or infrequent shipper, quote the full air freight rate, do not overlook consignee selling, work towards that uniform airbill, cut lead time on loading and unloading air freight, and explore the subject of packaging.

Final topic during the afternoon session was Security, Claims, Insurance and Accounting. It was ably covered by Earle W. Griffith, manager cartage service, Air Cargo, Inc. and Jack Nix, manager cargo claims, American Airlines.

The final twosome to address the meeting were Emery F. Johnson, president of Air Cargo, Inc. and Anton J. Roper, president Mercury Air Freight. They closed the formal meeting by each presenting a summation.

Johnson forecast that in 1961, air freight carried on domestic U.S. carriers would show an increase of 14.4% over 1960. This healthy 14.4% gain represented the fruits to be reaped by the air freight industry this year. But, added Emery, "we have the building of an entirely new industry to look forward to in our time."

Air freight was described by Roper as a two part proposition. Airlines and cartage contractors were not defined as partners in the sense of a business entity but as a working partnership with, said Roper, "full competitive overtones on both sides."

Separate Spheres

In conclusion, Roper pointed out that the airlines' self responsibilities and objectives are completely separate and apart from that of the cartage contractor, and vice versa, and each has a specific function and responsibility. The success of one is heavily dependent upon the integrity and the proficiency of the other. "I ask you to recognize this, you will avoid mediocrity and you will be well on the road to mutual success."

At the end of the formal presentations, attendees at the meeting were able to avail themselves of the tables of knowledge set up in back of the hall. At these tables, set up according to conference topic, attendees were able to question the guest speakers in detail on points raised in their talks.

The regional cargo meeting proved a success with participants, which included representatives of 34 airlines and 19 cartage contractors. In format, it resembled The National Cartage Conference held last summer in Chicago. DJF

Subsidy Proposal Proves Surprise In Th

Riddle and Flying Tigers would receive the bulk of the awards if the Board follows through on Examiner Merritt Ruhlen's Proposals

By DONALD J. FREDERICK

THE LONG awaited examiner's decision in the Domestic Cargo Mail Service Case has stirred up plenty of comment in airline circles. By recommending subsidy for Riddle Airlines, Civil Aeronautics Board Examiner Merritt Ruhlen jolted the industry. Ruhlen is the first government official to publicly favor financial aid for an all cargo airline.

In his proposals, which could have a far reaching effect on the whole cargo community, Ruhlen also advised the Board to give The Flying Tiger Line a permanent certificate and Riddle a ten year authorization. He felt differently about Slick Airways and AAXICO Airlines. These two carriers would be denied the necessary authority to operate in scheduled common carriage.

Although Ruhlen's entire decision will be widely debated, it is the subsidy recommendation which will probably draw reams of dissent. At press-time, there were indications that the trunks would go all out to reverse Ruhlen's subsidy proposal.

On his part, the examiner feels that subsidy for Riddle is eminently reasonable.

To support his views, he lists a long string of Board decisions to prove that the Agency has not hesitated to use the subsidy provisions of the Federal Aviation Act to promote the development of air transportation whether or not competition was involved. Local service carriers and international operations were cited as beneficiaries under this policy.

The central question Ruhlen had to answer was whether the all cargo experiment was to be continued in a north-south direction at the cost of subsidy. He answered this question squarely.

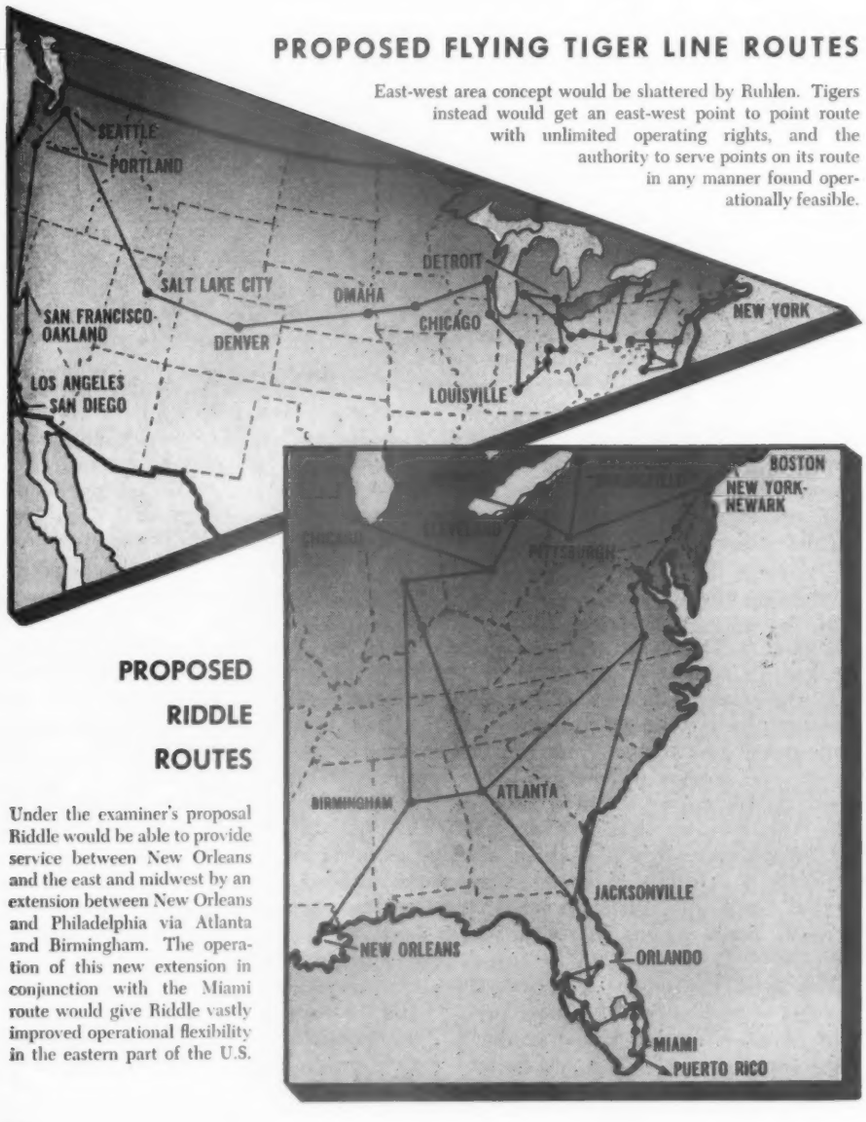
"It would be false economy," his decision reads, "to refuse the relatively minor amount of subsidy necessary to continue the cargo specialists in this field until it can be determined whether all-cargo operations are economically feasible and are permanently required."

Ruhlen considered the possibility of leaving the development of all cargo service to the combination airlines, but concluded that they could not show a profit at this stage. As a result, he reasoned that either the passengers or the stockholders would have to pick up the tab if development of air cargo became the responsibility of the combination lines.

Comparing the merits of all cargo versus combination service, Ruhlen wrote: "At the present developmental and experimental stage of air cargo transportation, cargo service should not be entrusted solely to a carrier whose primary objectives are in providing passenger service. In view of the limited traffic potentiality in the cargo field at the present time, an unusual effort will be required to develop the maximum traffic. Greater effort and the exercise of managerial ingenuity may be expected from an independent operator whose continuation in the air transportation business will be depend-

PROPOSED FLYING TIGER LINE ROUTES

East-west area concept would be shattered by Ruhlen. Tigers instead would get an east-west point to point route with unlimited operating rights, and the authority to serve points on its route in any manner found operationally feasible.



PROPOSED RIDDLE ROUTES

Under the examiner's proposal Riddle would be able to provide service between New Orleans and the east and midwest by an extension between New Orleans and Philadelphia via Atlanta and Birmingham. The operation of this new extension in conjunction with the Miami route would give Riddle vastly improved operational flexibility in the eastern part of the U.S.

omestic Cargo Case

ent on the successful development of this type of cargo on an economical basis."

It was estimated that Riddle would need an annual subsidy of $2 million to fly north-south routes between: (1) Miami and Boston via intermediates; (2) Miami and Chicago via intermediates; (3) Miami and Detroit via intermediates: and (4) Boston and New Orleans via intermediates.

Riddle would be given subsidy for the first five years of the 10-year authorization. If after this trial period, subsidy free operations are not a reality, the government would step in for another look at the north-south all cargo experiment.

Ruhlen reasoned that the north-south route was not strong enough to support two all cargo airlines. Accordingly, AAXICO was ruled out.

The examiner leaned toward Riddle because this carrier had continued to perform its certificated services, despite substantial losses. Said Ruhlen: "Riddle's position as a going concern which is operating certificated services and which has detailed plans for providing the needed service with modern all cargo equipment compels its selection over the financially stronger AAXICO which abandoned certificated operation more than 18 months ago."

One Carrier Sufficient

Similarily, Ruhlen ruled out competition by two east-west all cargo carriers. At the present time, Ruhlen found insufficient traffic to support transcontinental service by two all cargo airlines in competition with the transcontinental all purpose airlines.

The examiner cited a number of reasons for choosing FTL over Slick to operate a transcontinental route. Factors which steered his choice were: FTL's stronger financial condition; the carrier's steady growth rate; new equipment plans; and the current standard of FTL's operations. Slick suspended scheduled operations in 1958.

FTL was recommended for unrestricted operations over a linear route between Boston and Los Angeles via a host of intermediate points. The carrier would have authority to serve a number of these points by truck-air.

Ruhlen heartily endorsed the air-truck concept. He felt that the service had real merit at those points which either generate insufficient traffic to support direct air service or which are so near other scheduled airports that additional stops would cause delays in service.

Since Tigers did not request subsidy, the airline's certificate would be limited to the carriage of property and non-subsidy air mail.

Two trunk lines were mentioned in the examiner's recommendations.

American Airlines would receive expanded cargo authority from Houston to the west. This would be accomplished by permitting all cargo operations between Houston and San Francisco/Oakland via the intermediates San Antonio, Dallas/Ft. Worth, San Diego and Los Angeles.

American would also be able to offer nonstop cargo service between Detroit and San Diego, Los Angeles and San Francisco. El Centro and Salinas, Calif., would be added to AA's route on a demand basis.

The second trunk—Delta Air Lines—would be authorized to operate between Houston and Dallas. The carrier is currently restricted from carrying local traffic between the two Texas points.

The concept of an all cargo route across the Southern transcontinental tier of states was rejected in the examiner's decision. The finding was that all cargo service between the west coast and both Georgia and Florida could be handled by the combination carriers now serving the areas.

A major innovation in the examiner's findings appears in his views on Department of Defense traffic. He concludes that direct all cargo service should be authorized at each domestic defense base. This service would be provided on a flagstop basis by the commercial airline serving the certificated point nearest each base. Theory was that service to these bases would be beneficial to DOD and would at the same time increase the revenue of the airlines.

The all cargo airlines were singled out as being of "substantial benefit to national defense." It was pointed out that DOD has a substantial need for the movement of military air cargo by commercial airlines in the continental U.S. and that a substantial per cent of this cargo volume must be moved in all cargo planes.

The relationship between the Flying Tiger Line and the New York Central Railroad also drew special comment from Ruhlen. He advised the Board to investigate the financial tie-in through which FTL has arranged to borrow $5 million from the railroad in exchange for 5½% promissory notes convertible into the airline's common stock.

Over 8000 pages of official transcript were considered by Ruhlen in reaching his conclusions.

Sheer volume of testimony was not the only hurdle which the examiner faced. The whole character of the air cargo industry as it would develop in the jet age was under consideration. Ruhlen had to advance his views on the new turboprop air freighters, the implications of mechanized loading and the health of the air freight industry.

An Unfulfilled Promise

Facing these questions, Ruhlen proceeds from the premise that air freight has not fulfilled its promise, and bolsters his argument with statistics from the record.

He finds that in 1954, for all modes of transport, only 700 million ton miles of freight moved at rates above 16¢ per ton mile; 7½ billion ton miles moved at rates between 12.25¢ and 16.34¢ per ton mile; 10 billion at 9.54¢ to 12.25¢; and 14 billion in the 6.82¢ to 9.54¢ range. Concurrently air cargo rates average more than 20¢ per ton mile.

The conclusion is that billions of ton miles of additional cargo is available for air if the service can be flown at rates in the 7¢ to 16¢ per ton mile bracket.

Although some of this traffic may travel distances too short to move economically by air, the record indicated that more than 30 billion ton miles of freight move by common motor carrier for distances in excess of 600 miles at rates of 7¢ per mile or higher. If rates at this level can be reached, the examiner feels the airplane can compete for this traffic.

With the market potential established, Ruhlen turned to rates. Substantial reductions, he said, would be possible with a modern all cargo aircraft capable of holding direct operating costs below 4¢ per available ton mile. With such a plane, it is his belief that total breakeven costs at a 70% load factor would run 8.6¢ to

11.4¢ per ton mile. This in turn would lead to rates to the shipper below 14¢ per ton mile.

Considering mechanization, the initial findings placed the stress on a need for a compatible mechanical loading and warehousing system. The most desirable system was described as one which could be used efficiently not only on all types of cargo aircraft but also by rail, motor truck, and water vehicles.

As envisioned in the report, cargo would be assembled by a shipper, the warehouse, or the airline on a pallet or some other form of container capable of being transferred mechanically from trucks to warehouses to planes and between planes, with minimum manual effort.

Summing up his views, Ruhlen echoed the opinion held in some cargo circles that air cargo would experience a slow rate of growth for the next several years.

If this holds true, the slow growth rate will meet an exploding capacity head on, he found. The report also predicts that American, United and TWA will be providing 409 million available ton miles of domestic cargo space this year. The Flying Tiger Line was estimated at 129 million. Assuming an average annual increase of 20% in air freight, the examiner predicted that 422 million ton miles of air freight would be flown by these four airlines this year.

The availability of increased capacity was not interpreted to mean that cargo service would be available over all segments at all times. But it was seen as proof that additional space will not be needed "in the absence of a breakthrough which has been so long predicted but which is not imminent."

Most of the all cargo airlines were quick to comment on the decision.

The Flying Tiger Line, through its president, Robert W. Prescott, told Air Cargo that the examiner's recommendation of a permanent domestic air freight certificate to his carrier "was a source of great satisfaction to us."

"We are hopeful," said Prescott, "of favorable action by the Board and of course are gratified that the government is now indicating a course of action which we have long supported."

Riddle's chief executive, Robert M. Hewitt, hailed the initial decision as the beginning of the cargo breakthrough in the eastern U.S. Hewitt explained that "with the approval of this decision Riddle Airlines is at last placed in the position where it can modernize, expand, and improve its scheduled all cargo services."

Slick Airways, through its Board Chairman, Earl F. Slick, lashed out at the examiner's recommendations. "It is inconceivable to us," said Slick, "that after a year's study following a so-called expedited hearing, an examiner could come out with such an anomalous decision with so much inconsistent reasoning within itself."

"It is equally difficult to understand," continued Slick, "how in the domestic air freight business thus far generating only about one half billion ton miles annually, the examiner could find a potential which includes some 30 billion ton miles a year now moving long-haul by truck at rates attainable by air freight—and yet find no room for Slick Airways."

In a parting shot, Slick promised that "we in Slick Airways who have tried to do our part in development of commercial air freight as an accepted media of transportation do not intend to abandon it now, and we do not believe that the Board will force us to do so, having at least three times before found a public need for our services."

At presstime, the trunk carriers were quiet. All of the combination carriers contacted by Air Cargo preferred not to comment on the examiner's recommendations. This silence was expected to be broken in the legal briefs which were to be filed with the Board late in March. ■

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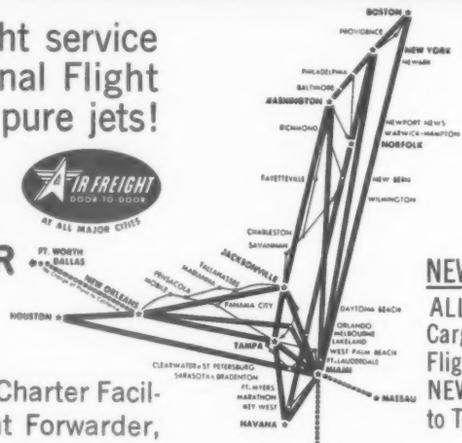

NEW! ALL Cargo Flights NEW YORK to TAMPA

SHIP NATIONAL AIRLINE OF THE STARS

Refrigerated Packs for Perishable Foods

TWA Offers Door-To-Door Protection

Shippers of perishable products have been showing interest in two insulated and refrigerated containers now being used on selected air freight routes of Trans World Airlines. Called Saf-T-Way and Saf-T-Pak, the containers are expected to assure a more salable product upon delivery, reduce shipping cost of perishables and expand markets.

Saf-T-Way, with 400 pound capacity, was designed especially for the cargo holds of TWA's jet fleet. Its big sister Saf-T-Pak, with 70 cubic feet of capacity, will carry 2000 pounds on the carrier's all cargo piston aircraft. Shippers pay only a $1 service charge for the use of the containers. There is no charge for the refrigerant that protects the product.

In emphasing the containers as the first major breakthrough for economic door-to-door delivery of perishable products, the airline stressed three points:

(1) delivery of the container to the shipper;

(2) advice to the shipper on how much refrigerant is needed, based on lengthy research by the airline with a wide variety of commodities; and

(3) TWA takes the loaded container to the airport, flies it to the destination city, and delivers it directly to the doorway of the receiver.

TWA is providing the service on air freight routes linking San Francisco, Los Angeles, Chicago, New York and Boston.

Samuel C. Dunlap, TWA's vice president of cargo sales and market development, said the containers were especially designed for the merchant "who, in effect, is interested in developing a regular and steady market for quality products."

Illustrating the cost-savings possible with the insulated containers, Dunlap pointed out that three pounds of ice normally is sufficient for 350 pounds of fish on a flight from Chicago to the West Coast.

Among the commodities which TWA has been flying in the containers are fish, tree-ripened fruits, vine-ripened vegetables, and live lobsters.

Dunlap cited a test in which a Saf-T-Way container of fish was enroute for 22 hours. When opened, the original amount of ice was intact and the fish were in excellent shape.

Observed Dunlap: "Besides relieving the shipper of containerization, we provide door-to-door delivery of a product that arrives in a more salable condition than has been realized until now."

"We keep our inventory in the air

...by using Delta Air Freight"

Scripto (Atlanta), world's largest producer of writing instruments, keeps inventories to a working minimum by air lifting merchandise via Delta Air Freight.

"A low inventory means more capital freed for productive work," reports Ramon Alvarez, Assistant Vice-Pres. and export manager. "That's why we use Delta Air Freight for fast, inexpensive shipments within the U.S.A., and to international airports for connection with overseas carriers. We use Air Freight on a regular basis to help us keep *total* distribution costs low."

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GENERAL OFFICES: ATLANTA AIRPORT, GEORGIA

Move The Cargo To The Plane

VEHICLES CAPABLE of taking cargo to the airplane from an air freight terminal is a primary recommendation in a report developed by the Douglas Aircraft Company for a materials handling support system for the Air Force. The project, 463L, involved an examination of terminal facilities, unitization, packaging, materials handling, documentation, and all other factors which can make or break the Air Force logistic mission.

The report points out that cargo shipping time consists of two major elements: (1) intransit time, and (2) cargo handling and processing time. It is in the cargo handling and processing area where the greatest immediate gains can be made.

The report recommends that to the greatest extent possible, cargo be unitized on a master pallet 88-by 108-inches. Cargo should be palletized as early as possible and kept on pallets throughout the cycle.

Palletized cargo will speed the aircraft loading time. The loading should be done at the ramp.

Admittedly, to bring a cargo plane into a dock at the terminal could speed the movement of cargo onto the plane and possibly reduce the number of handlings. These are worthwhile gains. However, the large number of types of planes involved in the logistics mission make a single type of dock almost impossible to design.

Such a dock would have to be compatible with low-floor, tail-loading, high-floor, side-loading, high-floor, nose-loading, and probably high-floor, tail-loading, planes. To build a special dock at each terminal for each type of plane would be expensive and would seriously impair the flexibility.

Any breakdown of dock facilities could result in a bottleneck which would impair the entire logistics operation.

The Capabilities . . .

Type	Loading	Floor Height in Inches	2300 nm # Payload* (lbs)	Max. Cargo Range (nm)	Cruising Speed (knots)
C-118	Main—SR	100	24,000	1700	210
C-121C	Main—SR	100	28,000	2175	206
C-124	Main—N Also—RB	156	32,000	2300	177
C-133	Main—T Also—SF	50	73,000	2100	207
C-46	Main—SR	54	13,000	800	131
C-54	Main—SR	100	18,000	1000	157
C-119G	Main—T	50	20,000	800	
C-123	Main—T	50	16,000	1000	186
C-130B	Main—T	50	33,500	1476	304
DC-6A	Main—SR Also—SF	100	25,600	1900	210
1049H	Main—SR Also—SF	100	40,420**	2175	206

SR—Side-loading rear
RB—Rear belly-loading
*MIL-C-5011A Rules
SF—Side-loading front
N—Nose
** Reinforced floors
T—Tail-loading
Nautical miles

Flexibility is a primary requirement in the terminal operation. By leaving the aircraft on the ramp, away from the terminal building, a few types of ground equipment can handle a multitude of loading situations. If system requirements change, the loading requirements can be changed. Further, mobile loading equipment can be shifted from one base to another to accommodate changes in the basic cargo flow.

Ideally, the waiting plane will be parked on the ramp adjacent to the terminal, but the movement of the plane need not be dictated by the loading operations. If necessary, fueling and maintenance can be performed during the loading operation.

To move cargo from the terminal to the plane, the report envisions equipment satisfying the following requirements:

The equipment should be capable of making repeated trips from 200 to 12,000 feet between the air freight terminal and the plane;

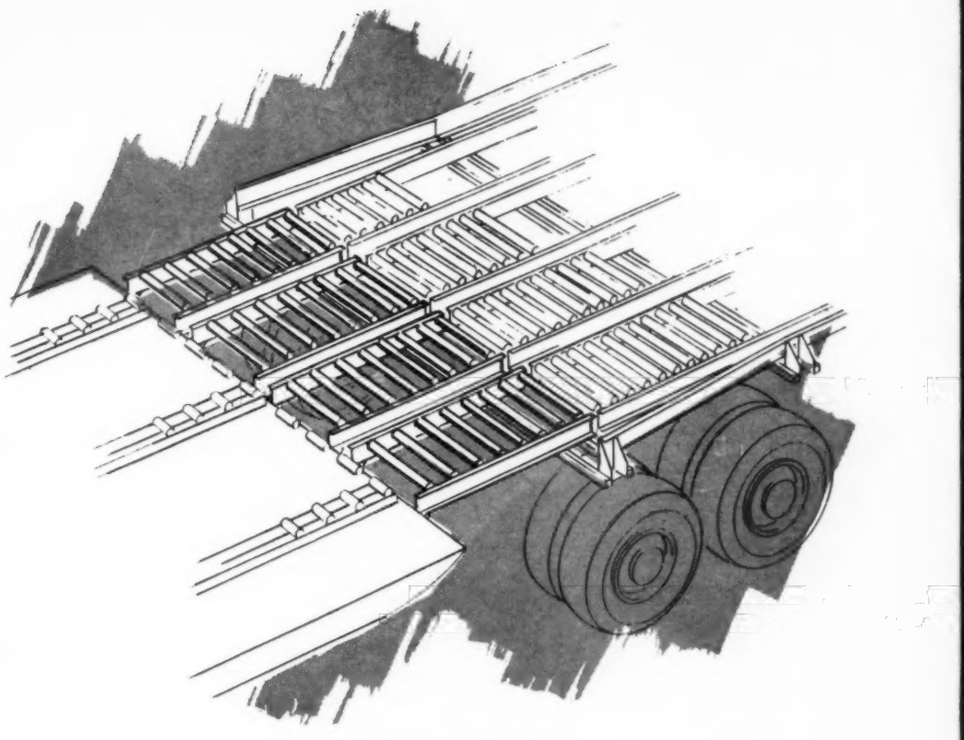
It should be powered by automotive gasoline, readily available;

It should be capable of receiving or depositing cargo from terminal floor heights ranging from ground level to 54 inches above ground;

It should be mounted on pneumatic tires with footprint pressure of less than 90 psi;

It should have a normal ground speed of 10 miles per hour;

It should be capable of ascending a grade of at least 6%, and preferably one of 15%;



A simple bridge connects units.

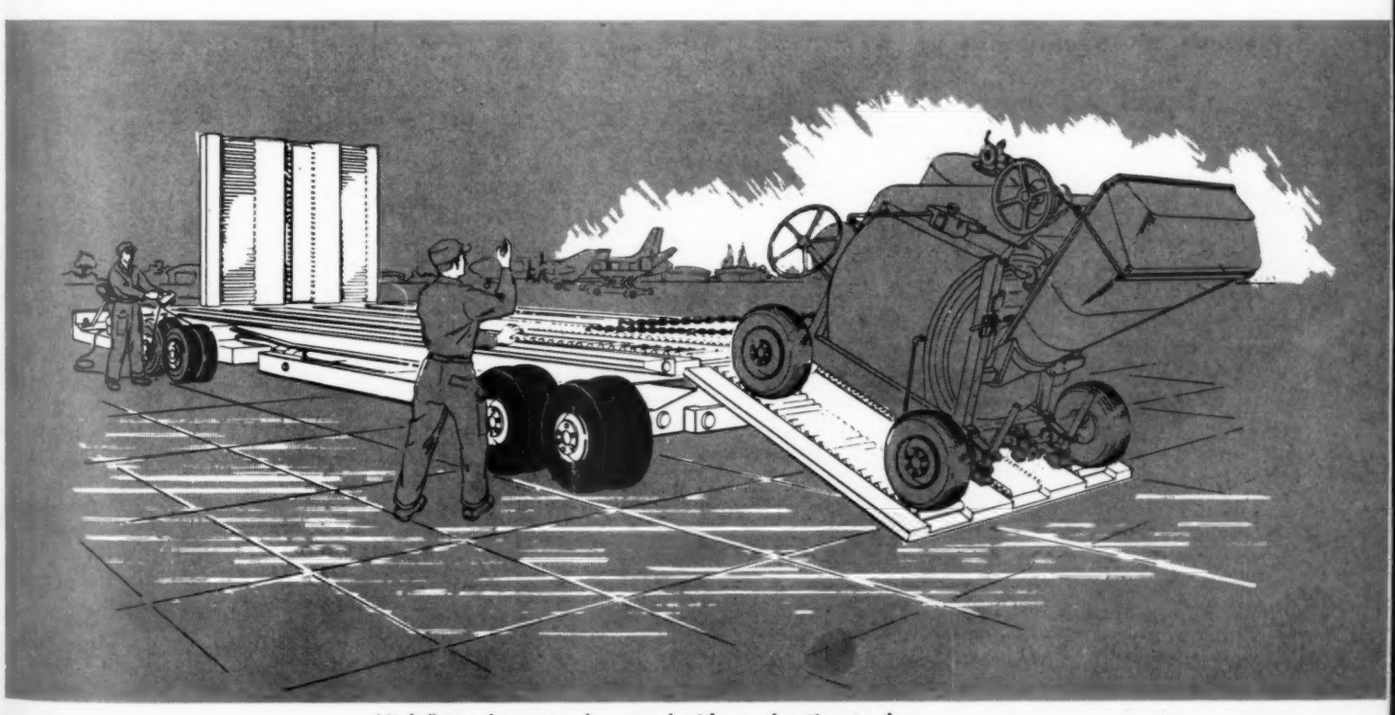
It should have a maximum turning radius of 65 feet; and

It should have a minimum ground clearance of 8 inches.

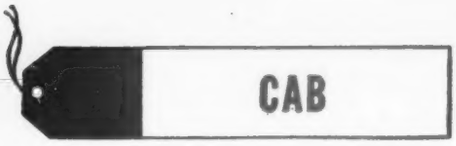
Again, to build all of the ideals into a single piece of equipment is a formidable task, and it still would not handle some of the uncommon pieces which inevitably appear in a logistics system. The report recommends that several pieces be used. The criteria is expanded as the number of items involved is increased.

The basic unit should be a large, universal, self-propelled cargo loading vehicle. Also needed is a smaller, less versatile, self propelled cargo loader, and some forklift trucks in the 6,000- and 10,000-pound capacities included.

All of the equipment should be able to handle the master pallet of 88- by 108-inches. ■



High-floor planes can be served with an elevating truck.



CAB Plans To Cancel Orders Setting Minimum Freight Rates

Convinced that the air transportation industry is about to enter a new era in the movement of air freight, The Civil Aeronautics Board is hoping to speed things along by rescinding the minimum rate orders. It is the Board's intention to give the rate making processes back to airline management.

The minimum rate floors were set up by CAB in 1948 and were subsequently amended to a base of no lower than 10¢ per ton-mile on specified commodities. Most traffic has continued to move at rates of 16¢ per ton-mile and higher.

CAB analyzed the views of a number of interested parties before deciding to propose the open rate situation. In all, 24 responses were received and considered by the Agency.

After sifting these views, CAB was convinced that recent developments in the air freight industry all pointed to a significant increase in air freight capacity. As a result, the Board adopted the position that a broad experimentation with freight rates at the airline management level had the best chance of filling this capacity.

Hearings Are Superfluous

Following are excerpts from the original Board proposal.

"In the light of responses and of other facts before the Board, we have tentatively concluded that hearings for the purpose of modifying the current minimum freight rate orders should not be held at this time. There are no experienced data at present with respect to costs of the new type turbine-powered all-cargo aircraft and in these circumstances there would be significant limitations upon the usefulness of a hearing for the purpose of prescribing new minimum rate levels and structures.

"The Board, however, is convinced that the air transportation industry is about to enter a new era in the carriage of freight; that there will be substantial increases in air freight capacity in both conventional and turbine-powered aircraft; that lower cost levels are projected for the new types of turbine-powered all-cargo aircraft; that significant increases in air freight volume must be developed to utilize efficiently the cargo capacity of enlarged fleets of such aircraft; and that it is essential to provide a regulatory climate that will best stimulate initiative within sound economic boundaries.

"We have tentatively concluded that the carriers can properly be given a wider area of managerial discretion than afforded under the existing rate orders by the prompt revocation of such prescribed minimum rates and by the exercise of our regulatory function through the investigation and suspension powers provided in section 1002 of the Act. Therefore, upon consideration of the responses received in Docket 11728 and matters discussed herein, we have tentatively concluded that the existing minimum freight rates are no longer desirable or necessary and therefore propose to adopt an order which will revoke the outstanding minimum freight rate orders now applicable to interstate air freight moving within the 48 contiguous states.

"A basic premise underlying our proposal to revoke the minimum freight rates is the statutory concept that the initiation of rates should be a carrier function; that the exercise of this function is restricted by the existence of minimum rate orders; and that the continuance of the existing minimum rates it no longer necessary or desirable in the absence of impending or actual rate wars. We do not consider that revocation of minimum rates would be a withdrawal by the Board from effective cargo rate regulation, but rather a determination that in the present circumstances the Board and the industry can best implement their respective rate functions where the Board exercises its powers of investigation and suspension with respect to specific tariff proposals.

"The initial minimum rate orders were established more than 12 years ago to terminate a rate war then existing. There are no facts known to us which indicate the existence of a rate war at this time or an imminent threat thereof. Neither is there any basis for assuming that any air carrier will propose uneconomically low rates in domestic air cargo transportation. The present cargo rates are generally above prescribed minimums. The existing rates which approach the Board's minimum rates are primarily directional or deferred air freight rates. Except for the recognition that in an industry as highly competitive as the air transport industry there is always a potential for a rate war, there is no present basis for assuming that the restraint of existing minimum rates upon the managerial discretion of the carriers is necessary or even desirable.

"Under the approach herein proposed the usual procedure for the initiation of new air freight rates will be through tariff proposals filed by the carriers in the manner contemplated by the Act. Of course, the Board then has ample authority to prevent abuses of carrier discretion under the investigation and suspension provisions of section 1002.

Other Minimums Affected

"In addition to the basic minimum rates established for air freight, the Board has also established minimum rates for assembly and distribution services, and sub-minimum directional rates and deferred air freight rates which are based upon the minimum rates for line-haul traffic. Our tentative decision to revoke the basic line-haul minimum freight rates is equally applicable to these interrelated or supplemental minimum rates. The Board, therefore, has tentatively concluded that each of these minimum rates should be included in any subsequent revocation order.

"Therefore, notice is hereby given that the Board proposes:

1. To revoke the minimum rates prescribed for air freight.

2. To revoke the minimum rates prescribed for assembly and distribution services in Orders E-4606 (September 14, 1950) and E-4954 (December 20, 1950).

3. To dismiss the Investigation of *Minimum Assembly and Distribution Charge Rules,* Docket 1705-11.

4. To suspend further proceedings at this time in the matter of the *Domestic Air Freight Rate Investigation,* Docket 11728. ∎

Boyd Works For Efficiency As New CAB Chairman

Alan S. Boyd is the new chairman of the Civil Aeronautics Board. Boyd, who has been a Board member since 1959, replaces Whitney Gillilland, who will stay on as a member.

The new chairman spelled out the difficulties faced by the Board in a recent policy speech before the Aero Club of Washington. He named as the

ALAN S. BOYD

"A new sense of direction"

most immediate problem the need to develop resolution, a sense of direction, and leadership at CAB.

On his part, Boyd promised to work for "the development of a competent career staff, and a streamlined organization with the most efficient possible procedures that will enable the Board to meet its regulatory responsibilities head on."

Blanket MATS Exemptions To Be Scrapped By CAB

A tentative decision to junk Part 294 of Civil Aeronautics Board's economic regulations has been issued by the Agency. Part 294 of the Board's regulations is that section which has allowed airlines to perform Military Air Transport Service business on a bid basis without conforming to published tariffs.

If the Board's tentative decision holds, the days of unlimited blanket exemption for MATS business will be over. The new system will require the airlines to file individual applications for authority to perform MATS contracts.

In reaching its decision, the Board found that the present and potential volume of military traffic recently carried under Part 294 had been very small. Conclusion was that Part 294's repeal would have no substantial adverse effect on any particular airline or any class of air carriers.

CAB specifically mentioned that the action taken did "not indicate any intention to eliminate the supplemental air carriers from the field of military operations." The supplementals have expressed the fear that the new measure might force them out of the military charter business.

In its findings, the Board did leave the exemption door slightly ajar. Said CAB: "The statutory purposes are best served by not utilizing blanket exemptions unless there are special circumstances warranting such action."

To cover these special circumstances, the Board has proposed a new Part 288 which would enable air carriers to perform services for the military on short notice. These special exemptions would be contingent on the airlines conforming to the rate lines set down by the Board in past pronouncements.

The CAB's minimum charges were established at: 2.9¢ per passenger mile for round trip passenger services; 13.75¢ per cargo ton mile round trip; 4.2¢ per passenger mile for one-way passenger services; and 22.5¢ per cargo ton mile, one way.

Laying down the minimum charges, CAB stipulated that they would apply provided, that a minimum of 16.5¢ per cargo ton-mile shall apply to segments of round trips on which cargo is carried, in cases where passengers are carried on one or more other segments of the round trip.

Exemptions under Part 288 would be restricted to situations where air carriers receive last minute awards—awards from the military which are let so close to performance date that the carrier would not have time to process his individual application with CAB.

The Board said these exemptions "would apply where the military requires transportation services at any time earlier than three weeks from the date the carrier is required to submit its proposal to the military but would not extend to the performance of transportation services later than 30 days after the first flights."

If the award also covers service beyond the 30 day period, individual exemptions would have to be filed.

Deadline for comment on the proposed amendment was March 30.

Joint Loading Pact Draws Board Order

A joint loading agreement between three air freight forwarders—Shulman Inc., Western Transportation Co., Inc. and ABC Airfreight Company—has been criticized by The Civil Aeronautics Board.

In an order to show cause, the Board would like to know whether the agreement, on reconsideration, should be disapproved or if its continued approval should require a stipulation that the pact be open to other forwarders.

The Board's order was prompted by a protest from Allied Air Freight, Inc., another forwarder. Allied told CAB it had tried to join in the joint loading arrangement with the other three for-

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warders but had been refused by Shulman.

Shulman, in turn, told CAB that it did not consider itself under any obligation to admit other air freight forwarders to the joint loading agreement.

Tentatively ruling against Shulman, the Board said it did "not intend to permit the use of joint loading agreements by some air freight forwarders. as a competitive weapon against air freight forwarders deliberately excluded from its benefits." As a result, the Board tentatively found the agreement "as construed and implemented by Shulman, is violative of general antitrust principles and is adverse to the public interest because it prevents other air freight forwarders from becoming parties to it."

Mohawk Airlines Awarded Pittsburgh-Syracuse Route

A new route between Pittsburgh and Syracuse has been awarded Mohawk Airlines as a result of Civil Aeronautics Board's decision in the Pittsburgh-Syracuse Service Case. The route extends between the coterminal points Watertown and Ogdensburg/Massena, N.Y. and the terminal Pittsburgh via the intermediate points Utica/Rome, Syracuse, Ithaca/Cortland, and Elmira/Corning, N.Y.

Mohawk will be allowed to conduct skipstop and nonstop operations over the route after each intermediate point has received at least two daily round trips.

The route award stems from a deferred portion of the Northeastern States Area Investigation.

Major Reorganization Takes Place At CAB

A major staff reorganization has taken place at the Civil Aeronautics Board.

The move is designed to:

Emphasize and strengthen the executive director's role in improving procedures and expediting the Board's workload;

Realign the functions of the economic staff;

Provide for an overall planning office.

The realignment of economic functions sets up a new Bureau of Economic Regulation.

The planning office will aid the Board in developing policies both substantive and procedural.

In addition, the Board's international staff has been raised to the level of a Bureau, replacing the former International Division of the Bureau of Air Operations. The change reflects the increased emphasis which the Board is placing on activities in connection with the negotiation of bilateral air agreements.

CAP And NAL Recommended For Toronto Routes

National Airlines and Capital Airlines have been recommended to serve new routes which would link up Toronto, Canada, with a number of U.S. cities including Miami.

Under Civil Aeronautics Board Examiner Leslie G. Donahue's recommendation, CAP and NAL would provide competitive service between Toronto, Canada, and Tampa, St. Petersburg-Clearwater, West Palm Beach and Miami, Fla., via one or more of the intermediate points, Buffalo, N.Y., Pittsburgh, Philadelphia, Baltimore, Washington and Atlanta.

In addition, the two carriers would provide competitive service between Toronto and Buffalo, Philadelphia, Baltimore and Washington.

Board Approves Detroit Mail Route

A route for the transportation of mail between Willow Run Airport, Detroit, Metropolitan-Wayne County Airport and downtown Detroit has been set up by the Civil Aeronautics Board. The move was requested by the Post Master General.

At the time he submitted his petition for the Detroit mail route, the Post Master General pointed out that the large volumes of mail arriving and departing at the Detroit airports were putting a strain on surface facilities. He also noted that Helicopter Airways Service, an air taxi operator in the Detroit area, had indicated a strong interest in carrying mail for the Post Office Department under an air mail route contract.

CAB BRIEFS

A bid by **Pan American World Airways** to suspend service at Brownsville, Tex. has been turned down by CAB. The Board said that public benefits to existing and potential traffic between Brownsville and Mexico City and points to the south outweighed the cost of service to PAA.

However, the Board did permit Pan Am to suspend service at Tampico since the point is no longer included in the U.S. Houston-Mexico City route in the air bilateral agreement between the U.S. and Mexico.

Cordova Airlines has been cleared to provide air service between Chisana and Northway, Alaska.

Trans World Airlines has been authorized to suspend service at Toledo, until the Board's final disposition of the Trans World Airlines Service to Toledo Case.

Vance Roberts, a supplemental airline, has been authorized to do business under the trade name Vance Roberts d/b/a Olympic Airways.

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Interstate and Intrastate Common Carrier

Carrier Round-Up

ALL-NIPPON AIRWAYS, a domestic Japanese carrier, has purchased 11 new aircraft, which should nearly double the carrier's capacity during 1961.

Included are three DC-3s which will be used exclusively for mail and cargo service, two Convair 440s, three F-27s and three Viscounts 828s.

All-Nippon's expansion program for 1961 includes the introduction of two weekly flights in July between Tokyo and Naha City, capital of the U.S. administered Ryukyu Islands, via Osaka, Miyazaki, and Kagoshima City in Kyushu, Japan's southernmost island; a new Osaka-Matsuyama-Oita service; and a sharp increase in other domestic services.

A weekly Boeing 707 jet service between New York and Oslo, Stockholm and Helsinki will be inaugurated by **PAN AMERICAN WORLD AIRWAYS** on April 21. Service will be increased to three times weekly beginning June 1.

McROBERTSON MILLER AIRLINES, a domestic Australian airline, reports that its cargo aircraft flew 1,937,145 pounds of meat during the 1960 beef season. This total represented a 252,009 pound increase over 1959.

A change of name has been proposed for **SEABOARD & WESTERN AIRLINES.** The proposed title, which has already been endorsed by the airline's board of directors, is Seaboard World Airlines. It will be presented to S&W's stockholders for their approval at the annual meeting set for April 25, 1961.

Richard M. Jackson, Seaboard's chairman and president, explained that the new name "will better reflect the scope of operations and activities of the company which is the only international all-cargo carrier specializing in air freight to and from Europe and points beyond."

Truck-air service of **AMERICAN AIRLINES** has been expanded by the addition of 109 cities and seven major motor carriers. With the expansion, American said that its truck-air network now links 793 U.S. communities through 40 motor carriers with the 70 U.S., Canadian and Mexican cities served by American.

American cited several new features connected with the expanded truck-air service. These include: joint general commodity rates computed in both directions between all points; the addition of principal military bases; adoption of the same method of weight break as used by motor carriers; and simplification of rates for shipments under 100 pounds.

A new office has been opened by **AIR FRANCE** in Port au Prince, Haiti. The office is located on the Rue Dantes Destouches. Telephone number is 3478.

The new installation represents the beginning of an extensive sales and service program being undertaken in the Caribbean and North America.

Meanwhile, Air France's air freight volume in 1960 showed a healthy 16% increase over 1959, to 349,331,130 short ton miles.

The carrier's 1960 freight traffic totaled 125,662,000 pounds of cargo, 3,540,000 pieces of parcel post, and 44,794,575 pounds of mail.

Aviation Safety Award of the Inter-American Safety Council went to **TACA INTERNATIONAL AIRLINES** in 1960.

Direct Boeing 707 jet service between London and Washington has been scheduled for June by **BOAC.** Initial flight pattern calls for four round trips weekly starting June 2 and daily service, effective June 9.

For the U.S. west coast, BOAC began direct London-Los Angeles service last month.

The **HELICOPTER ASSOCIATION OF AMERICA** has established a national headquarters office at 1343 H St. N.W., Washington 5, D.C. The office is headed by John L. Pennewell, recently appointed executive secretary of the Association.

EAST-WEST AIRLINES of Australia reports that freight carried during 1960 reached 1,645,484 pounds for a 9.4% increase over the 1,504,473 flown during 1959.

Sparked by a 23% increase in cargo capacity in 1960, **SWISSAIR** posted a 19% gain in cargo carried over 1959. The increase was attributed to greater jet capacity and modernized terminal facilities at Zurich's Kloten airport.

If the Winky Doll boom keeps up, Swissair should easily top its 1960 cargo gains. Swissair, this year, has already flown 100,000 pounds of Winky Dolls from New York to Europe, under a contract with Airfreight Service Corporation.

LOS ANGELES AIRWAYS has become a participant in Air Traffic Conference of America's restricted articles tariff.

KLM has ordered a thirteenth DC-8 jet from Douglas Aircraft for delivery in 1962.

SOUTHERN AIRWAYS is flying a new route between Birmingham, Ala. and Panama City, Fla.

Increased air freight volume is the goal of **FLYING TIGER LINE's** $100,000 sales and advertising campaign now in full swing in the East and Midwest. Target areas for the drive are New York-Newark, Boston, Providence, Cleveland, Akron, Canton and Chicago.

The $100,000 budget is being spent by FTL on newspaper advertising and direct mail, which is geared to support the efforts of the airline's sales staff.

Machines and machine parts lead all other freight commodities flown by **UNITED AIR LINES** in 1960. A total of 9011 tons was carried.

Electrical equipment claimed second place and showed the largest increase from 1959, up 14.5% to 8337 tons.

Printed matter registered a 14% gain to climb to third, replacing cut flowers which dropped to fourth place.

Other items in the top 10 commodities based on weight were wearing apparel, auto parts and accessories, aircraft parts and accessories, hardware, live animals and unaccompanied baggage.

In all, United flew 64,407 tons of air freight in 1960, up 5% over 1959.

Japan, on April 1, will begin negotiations with Pakistan for conclusion of a bilateral air agreement. The talks are aimed at paving the way for **JAPAN AIR LINES'** service to Europe. Similar talks are also scheduled with Italy and the United Arab Republic.

A cooperation agreement has been signed by **AVIASA** and **KLM.** AVIASA is the new airline which was formed in Venezuela to operate the international services of AVENSA and LAV.

In Europe, KLM will act as a general agent for VIASA, which is a member of the International Air Transport Association. The agreement also includes an equipment tie-in. Pending delivery of its own jet aircraft now on order, VIASA will charter a DC-8 jet from KLM for operations starting in April.

CHERTKOV

HENCK

CUSSEN

PEOPLE

In line with a major staff reorganization, **Morris Chertkov** has been appointed executive director of The Civil Aeronautics Board. Chertkov brings plenty of experience to his new job. He joined the Agency in 1947 and was associated with the office of general counsel in a legal capacity, engaging in rate and tariff work as public counsel and legal advisor on rates. In June 1956, he was tapped to act as assistant to CAB Vice Chairman Joseph P. Adams.

In 1957, Chertkov became assistant chief, litigation and research division in the office of general counsel, where he served until his advance to CAB executive director.

Appointment of **George Henck** as cargo sales manager of the Los Angeles district has been announced by Air France.

In his new post, Henck will be responsible for all of his airline's cargo activity in Southern California and sections of Nevada and Arizona. His duties will also include representing TAI, the French independent carrier.

Before joining Air France, Henck was associated with The Flying Tiger Line and worked overseas in that carrier's Paris and London office as well as locally in the Burbank, Calif., office.

George T. Cussen, has been advanced to vice president in charge of interline air freight development by the Flying Tiger Line. He will be responsible for the development of traffic between FTL and connecting airlines.

Cussen, who joined the airline in 1947 has recently served as vice president for the Pacific and Northwest regions of FTL, will be based at the airline's headquarters in Burbank, Calif.

Simultaneously, FTL announced the appointment of **Leonard J. Fronzak** as Boston station manager.

Vincent E. Kelleher has been boosted to district manager for the Boston area by Airborne Freight Corp. Kelleher succeeds Fred Brown, who moves to the New York area. Before joining Airborne in early 1960 as a sales representative, he was associated with National Airlines.

Several transfers of key cargo personnel have been made by KLM Royal Dutch Airlines.

As a result of the shuffle, **Gary Lutgendorf,** KLM's former cargo traffic coordinator at Idlewild Airport moves to the New York cargo sales department as assistant cargo traffic manager. He will assist in the handling of traffic matters and visit various KLM district offices in the U.S. as a consultant on unusual types of cargo movements.

Jack Ackerman, formerly Lutgendorf's assistant, moves into the slot of cargo traffic coordinator at Idlewild.

In KLM's U.S. cargo sales department, **William Nash** has assumed new duties as assistant cargo sales manager. He will devote full time to cargo sales matters and will regularly visit U.S. district offices to aid sales efforts. Previously, he was traffic assistant and cargo salesman in the U.S. office.

KLM's commercial planning in the U.S. will be supervised by **George Sztybel.** Appointed to the newly created post of supervisor commercial planning, Sztybel will formulate a commercial planning program for both cargo and passengers to be used as a guide in directing KLM's sales efforts. As part of this program, he will conduct commodity and market research programs in the air cargo field.

George A. B. Sharon has been named general sales manager of Barnett International Forwarders. Sharon recently resigned as U.S. sales manager of Korean National Airlines to take the position with Barnett.

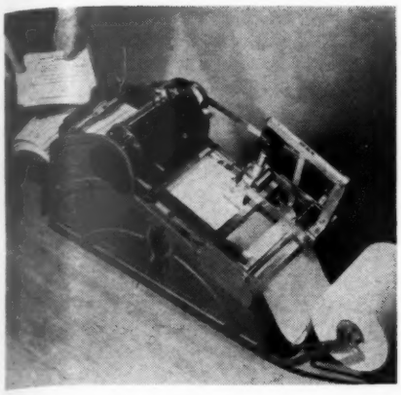
James Weatherby is the new area sales representative for Air Express International Corp. in the Ohio area. Weatherby, who will be based in Cleveland, will work closely with AEI trucker agents who provide over-the-road pickup and delivery service throughout the state.

A fourteen year veteran in the transportation field, **Daniel A. Mitchell** has been appointed district sales manager in the Newark area for Alitalia. His past experience includes: New York station manager Riddle Airlines; and sales representative Slick Airways.

Lloyd R. Poleselli has been named cargo sales representative for Lufthansa German Airlines in the San Francisco region. He was formerly with Airgo International Corp. of San Francisco.

Ann Surick has been appointed industrial traffic manager of the Permutit Co., a division of Pfaudler Permutit Inc., New York City.

New Products and Processes

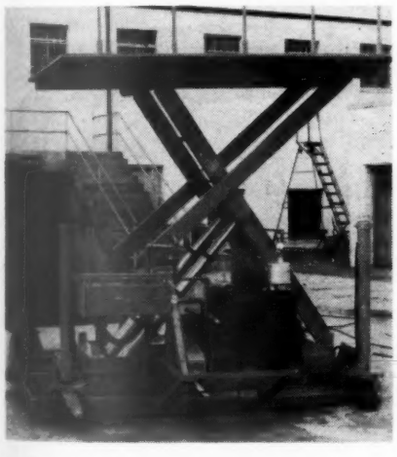


New Printing Device Speeds Label Numbering

A new numbering device for label printing machines is available from Weber Marking Systems. The unit will print consecutive numbers, duplicate from two to eight times before advancing automatically, or repeat a number. It comes with up to seven digit wheels in a choice of Roman or Gothic type faces in a wide range of sizes.

The device permits a company to print additional information on shipping and product identification labels, such as coding, batch, shift, production or general shipping or carton record numbers.

The numbering device can be attached to any of the Weber Label Printing Machines.



Towable Mobile Elevator Makes Plane Loading Easier

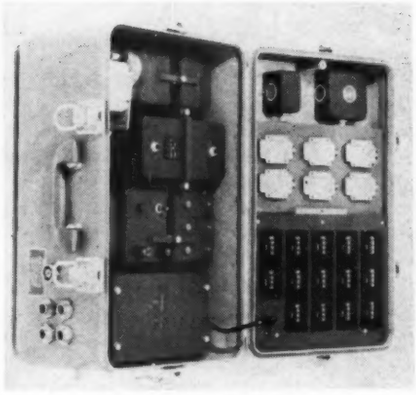
A mobile elevator capable of lifting a 6000-pound load to a height of 116 inches has been developed by AIRSECO, Inc., designers and manufacturers of aircraft ground support equipment. The unit has been designated the M-600.

The M-600 is mounted on a tubular steel base which is equipped with retractable casters. Both elevator and casters are operated by a hydraulic system powered by an industrial type gasoline engine. In the fully lowered position, the elevator floor is 20 inches above ground.

By preloading the elevator, aircraft ground time can be minimized. A preloaded elevator is easily towed. When alongside the cargo doors of the waiting aircraft, the load is raised, and the cargo moved into the aircraft. For heavy crates or palletized loads, roller units may be incorporated into the elevator.

AIRSECO says that a 12,000 pound version of the cargo elevator is in the design stage.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.



LAS Monitor Reports Total Shipment Experience

A monitor that automatically watches shipments of environment-sensitive products has been placed on the market by Lockheed Aircraft Service. The modular device, the LAS Model 170 Event/Environmental Recorder, can be delivered in a variety of combinations using standard plug-in components to record such physical phenomena as impact or acceleration, temperature, differential or total pressure, electrical

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resistance, electrical voltage, light intensity, sound level, switch closures, or any other dynamic phenomena that can be translated into on-off switch closures.

A rechargeable battery power supply permits a full month of continuous unattended operation.

"Including a Model 170 with any shipment provides the user with an extremely accurate record of the time, type, and magnitude of physical forces and environments to which the shipment was subjected," said C. T. Thum, manager of the Special Devices Division of LAS. The Division designed and is manufacturing the Model 170.

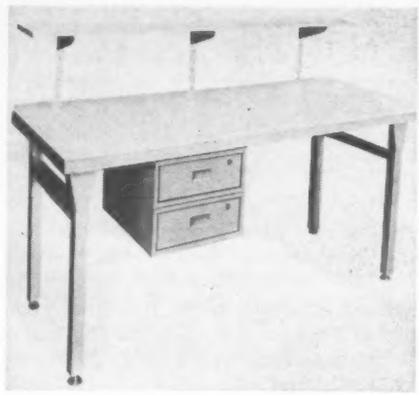
"Not only does this permit rapid isolation and repair of damage that might have gone undetected," he continued, "but the detailed record obtained indicates specific precautions to be taken against similar damage in future shipments."

The unit is available in a variety of dimensions and weights to meet specific customer requirements, up to a maximum size on 19¾ by 12¼ by 11¾ inches and a maximum weight of 60 pounds.

Swaptop Offers New Table For Shipping Room Work

A work table particularly suited for use in shipping rooms or traffic departments has been placed on the market by Swaptops of Manchester, N.H. Named the GP-100, the table combines Swaptop's interchangeable top and table leveler system with a rigid table frame that is virtually free of dust traps.

The Swaptop firm says the GP-100



costs less than most old-style "in plant" constructed tables. The tables come in 4, 5, and 6-foot lengths and are available with tops of formica, masonite, or glaze-weld that resists chemical stains, abrasion, and cigarette burns. The tables assemble quickly with just a screwdriver and an adjustable wrench.

Accessories for the GP-100 include heavy duty industrial casters that screw into the leg leveler sockets, nestable metal drawers that slide on nylon rollers, and various combinations of shelving and mounting brackets for power and piping above or below the work surface.

Accessories Offered For Pressure Conveyors

Accessory items to increase the versatility and utility of Automatic Pressure conveyors have been designed by The Rapids-Standard Company, Inc.

Three accessories of special interest are the APC flow diverter plate, the APC gate and the APC snubber kit.

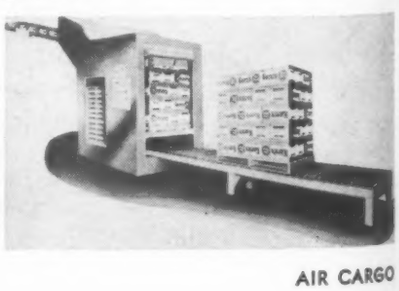
The flow diverter plate permits transfer of materials between APC conveyor and other conveyor at right angles. The APC gate permits raising of a section so that aisles are not permanently blocked, and the APC snubber kit permits insertion of other types of equipment in line without disrupting belt movement.

The flow diverter is an aluminum plate with steeel wheels recessed in yokes in the plate in an arc to form a 90 degree curve, and comes in right or left hand models. The gate section is provided in 3, 4 and 5 inch lengths, and the snubber kit snubs APC belt down and under spur curve switches, gravity conveyor sections, scales, tables or other equipment. The kit consists

of a pair of parallel angle spreaders and four 2-inch diameter bearings that act as wheels. Two parallel angle diagonal members at each end anchor the assembly to the ends of APC beds.

Pallet Loader From Challenge-Cook

A new pallet loader designed for high-speed production in quantity has been manufactured by Challenge-Cook Bros. Inc. The fully automatic "palletizer" has speeds to match all modern processing equipment ahead of it in the line. The palletizer will receive packaged products and automatically arrange them in a pre-determined pattern with the specified number of tiers. It loads packages in interlocking patterns onto wood, paper or disposable pallets.



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The unit is electro-mechanical in operation—as a result, it involves far less capital investment. It has fewer moving parts and simplified controls, according to its manufacturer.

Handi-truck With Roller Conveyor

A new handtruck manufactured by Southeastern Manufacturing, Inc. features "roller conveyor action." It allows the load to be much more easily loaded and unloaded than with conventional trucks. Closer stacking of cartons and boxes is possible with the new truck, as loads do not have to be shoved together by hand.

The entire truck is built of electrically welded steel tubing and is fitted with high quality ball bearing rubber tires.

New Lease Plan For Special Body Trucks

A new plan under which special-body trucks can be leased without maintenance for from four to eight years, has been advanced by Wheels, Inc., of Chicago.

Armund J. Schoen, Wheels president, said the low-cost, long-term plan was an innovation for special-body, over-the-road equipment used by manufacturers. This equipment now can be leased without full maintenance, repair, and garage service.

"There is no limit to the type of special bodies and chassis which can be leased under this Special-Body Truck Lease plan," Schoen said. "Units can be engineered to the most rigorous specifications to meet unique service requirements. In this way, companies can be relieved of the need to invest considerable capital in such costly units of transportation equipment."

Features of the Special-Body Truck Lease plan include:

1. Wheels' engineers will engineer the bodies and chassis to the users precise specifications.

2. Wheels will supervise the manufacture of bodies and chassis.

3. Special-body trucks will be delivered to points specified by the user.

4. Lease terms will range from four to eight years, depending on the depreciable life of the equipment.

5. Lease charges will be based on special fleet discount prices where they are available for this type of equipment. There is no charge for engineering services.

6. Wheels will sell the used equipment at the end of the lease term. Proceeds of the sale of used equipment will go to the lessee.

In order to qualify for a Special-Body Truck Lease, a firm must meet the following conditions:

1. The company must have a net worth of $1 million.

2. The company must have a record of profitable operations.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

TECHNICAL LITERATURE

Caster Catalog Compares Five Standard Types

Essential information about five standard series of Rapistan casters has been gathered into a compact catalog by the Dealer Products Division of the Rapids-Standard Co.

The catalog, 3½ by 7 inches, contains 16 pages of information for the selection of casters to fulfill most industrial requirements. The information is presented in tabular form, and indicates such things as wheel dimensions, rated capacity, bolt hole spacing and such characteristics as floor protection and cushioning effects.

General information is also presented in the catalog (No. 1750) on Rapistan's Distributor Service.

Cardboard Cartons Tested Against Freezing Weather

A double weight, 3-in-1 cardboard carton assembly has been examined by the Air Force. Tested in the sub-arctic it protected fresh produce from significant freezing for periods up to an hour in ambient temperatures of –40°F. Reports submitted by the Air Force claim perishable produce can be protected from significant freezing, using three double weight cardboard nesting cartons, one inside the other. The findings were as a result of a study conducted to determine how much protection cardboard shipping cartons

afford fruits and vegetables in subzero weather.

The Air Force found that the containers provided adequate protection for most perishable items. The test showed that the containers, adequate for more hardy fruits such as apples and pears, may not be adequate for all times for such highly perishable items as bananas, because during loading and unloading at Arctic sites, produce is often subjected to ambient air temperatures as low as –45°F for periods of an hour or more.

The containers tested by the Air Force were manufactured by a private company.

For a report of the tests, write Office of Technical Services, U.S. Department of Commerce, Washington 25, D.C. The report, PB 161 975, costs 50¢.

ON THE DOCKET

APRIL

Air Freight Forwarders Association, Annual Dinner and Convention, Waldorf Astoria Hotel, New York, N.Y., Apr. 7.

International Aviation Exposition, Singapore Airport, Singapore, Apr. 8.

American Warehousemen's Association and Merchandise Division, Annual Meeting, Denver Hilton Hotel, Denver, Colo., Apr. 9-12.

Institute of Motor Transportation Management, American University School of Business Administration, Washington, D.C., Apr. 10-14.

American Association of Airport Executives, Annual Conference, Broadmoor Hotel, Colorado Springs, Colo., Apr. 22-25.

Local Cartage National Conference, National Convention, Sheraton Towers Hotel, Chicago, Ill., Apr. 23-27.

International Air Transport Association, Ground Handling Advisory Group, Montreal, Can., Apr. 24.

MAY

Airport Operators Council, Annual Membership Meeting, Carillon Hotel, Miami Beach, Fla., May 7-12.

Material Handling Institute, Eastern Regional Show, Trade and Convention Center, Philadelphia, Pa., May 9-11.

JUNE

The 8th Annual Material Handling Course, Industrial Management Center, The Lake Placid Club, Lake Placid, N.Y., June 18-30.

LETTERS

Tiger Terminal Progress

To the editor

I have become quite concerned with the statements made in the March issue of AIR CARGO (page 9) as these statements are somewhat erroneous.

In actual fact, slight line problems did develop and shadows were cast on various aircraft activity areas beyond our terminal. But, these restrictions were negotiated to a satisfactory conclusion between the City of Chicago, its architect and advisor Naess and Murphy, and our architectural firm Charles Luckman. As a result of these negotiations, we will remain on the same site, will construct the same building with minor modifications to the roof structure, and will have the same material handling system that we discussed with you and your people.

We have completed working drawings and received the required approvals. Our architects are projecting a date of December 15, 1961 for our occupancy and full operations.

As you can see, this project is moving along in line with our original schedules.

Joseph J. Healy
Director of Ground Operations
The Flying Tiger Line
Burbank, California

On Tariffs

To the editor

A group of business men including myself, are very much interested in air freight.

I was asked by them to contact you, or your magazine for some information.

We have contacted three airlines about air freight rates, and are not satisfied with their reply.

We would like to know how these rates are established, and whether they are uniform with all airlines. This I know is based on the commodity rate.

Do you know where we could obtain a list of rates from different airlines? Are they all together in one tariff book, or separate for each line?

Would we have to contact the CAB for this information?

Any help, or suggestion you can give us would be appreciated.

Thank you.

Name Withheld
Worcester, Massachusetts

Editor's Note

Most of the U.S. domestic air freight rates are contained in consolidated tariffs published by Agent B. H. Smith, Air Traffic Conference of America, 1000 Connecticut Ave., NW, Washington 6, D.C. These are tariffs officially filed with the Civil Aeronautics Board. The complete set includes: Official Air Freight Rules Tariff No. 1-A; Official Air Freight Rates Tariff No. 2 (general and premium commodity rates); Official Air Freight Pick-up and Delivery Tariff No. 3-C; Official Air Freight Specific Commodity Tariff No. 5-B; Official Air Freight Specific Commodity Tariff No. 7-A (Alaskan specific commodity rates); and Official Restricted Articles Tariff No. 6-C.

The first four tariffs comprise a set which is available for $10 a year. The Alaskan specific commodity rates tariff (No. 7-A) is $2.50 per year. The Restricted Articles Tariff is $3.25. Either the Alaskan or the Restricted Articles tariff may be ordered separately.

For international air freight rates, memo tariffs of the international airlines should suffice. International air freight rates are filed with the CAB, but, for the most part, these rates are reproduced in memo tariffs.

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HELP WANTED

A substantial and growing domestic air-freight forwarder is considering employment of a top level man who has a thorough knowledge of both operations and sales, and who is seeking to achieve personal success and is willing to extend himself to prove to this company that he is able to take over general management assignment which is available. This is not a "shoes on desk" opportunity, but one that is going to require real work and persistent drive. If you feel you have the background of experience and other qualifications which would justify directing an application, and you are looking for real opportunity, please respond in complete detail about yourself, including information as to your present employment status and your annual income in connection therewith. **Write to Box 99, AIR CARGO MAGAZINE, 1001 Vermont Ave., N.W., Washington 5, D.C.**

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AIR CARGO GUIDE SECTION - APRIL, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by
Ⓕ indicating freight service only or
Ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted **without advance arrangement.**

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city **without advance arrangement.** HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by
A—available at airport and in city
C—available in city only.

CUSTOMS FACILITIES.
A—available at airport only
C—available in city only
AC—available in city and at airport
Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
ABERDEEN, N. C.	SOP		WIndsor 4-1412		See Pinehurst, N. C.							
ABERDEEN, S. D.	ABR	NO	2782	BAldwin 5-5463	3	200	C	A	MSP		No Service Available	
ABERDEEN, WASH.	HOH	WC	AB-98	GEneral 8-6661	3	150	C	A	C		No Service Available	
ABILENE, TEXAS	ABI	CO	ORchard 4-4351	OR-3-2587	9,3	200	A	A	DAL	G	.40	1.00
ADA, OKLAHOMA	ADH	CN	FE 2-5045	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AKRON, OHIO	CAK	AA	HE 4-9131	TYler 6-2315	9	250	C	A	AC		.65	1.75
		CA		TYler 6-2303	3,4	250	C	A	AC		.65	1.75
		EA		TYler 6-2344	9,19	200	C	A	AC		.65	1.75
		FT		TYler 6-2353	Served Through Cleveland, Ohio						.65	1.75
		UA		CAnton 9-8141	6,5,10	400	C	A	AC		.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5420	HEmlock 7-5710	22	200	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	ALamosa - 64	JU-9-6311	3	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HE 6-2406	HEmlock 2-0525	9,19	200	C	A	DHN		.45	.95
		SO		HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y.	ALB	AA	HObart 3-4131	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
		EA		UNion 9-5361	7,10,52	200	C	C	AC		.60	1.40
		FT		ALbany 4-8223	Served Through Newark, N. J.						.60	1.40
		MO		UNion 9-5339	9,3	200	C	C	AC		.60	1.40
		TW		UNion 9-5379	8	250	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC		PLaza 3-4232	3	150	C	A	IDX		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	CHapel 3-7131	CHapel 2-5219	3,22	200	A	A	ELP	G	.55	1.25
		FL		CHapel 7-1473	3,9	200	A	A	ELP		.55	1.25
		TW		3-1705	8,7	250	A	A	ELP		.55	1.25
ALEXANDRIA, LA.	AEX	DL	2-7481	4471	9	300	C	C	BTR		.75	1.50
		TT									.75	1.50
ALLENTOWN, PA.	ABE	EA	HEmlock 4-7156	COngress 4-0557	19	200	A	A	PHL	G	.60	1.60
		TW		COngress 4-0597	8	250	A	A	PHL		.60	1.50
		UA		COngress 4-0512	6,10	400	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL		421	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MEF	TT	TE 7-2514								No Service Available	
ALTOONA, PA.	AOO	AL	WIndsor 4-7191	ON 5-2044	3	200	C		PIT	G	.55	1.75
AMARILLO, TEX.	AMA	BN	DR 6-6388	DRake 6-9373	9,5,52	500	C	C	DAL	G	.80	1.35
		CN		DRake 3-5830	3	200	C	C	DAL		.80	1.35
		CT		DRake 3-4326	22	200	C	C	DAL		.80	1.35
		TW		DRake 2-5517	8	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF. Ⓓ	ANA	LX			20	200	C		LAX		Los Angeles Area	
ANCHORAGE, ALASKA	ANC	AS	2-0131		3,4	1000	A	A	AC		1.00	2.00
		CD Ⓕ			1		A	A	AC			
		NW		41661	10,15A,53B	2000	A	A	AC		1.00	2.00
		PN		27531	16,4,8		A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	CAnal 4-1071	CA-4-0231	19,9	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---		NOrmandy 2-449		See Detroit, Mich.							
ANNETTE ISLAND, ALASKA	ANN	PAA			6	550						
ANNISTON, ALA.	ANB	SO	ADams7-1756	ADams 8-1291	3	100					No Service Available	
APPLE VALLEY	APV	BL		Apple Valley 7-7209	24	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO		REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC		TErrace 9-1521	3,19,54						No Service Available	
ARDMORE, OKLA.	AFD	CN	369	141	3	200	C	C	DAL		No Service Available	
ASHEVILLE, N. C.	AVL	CA	ALpine 3-4707	2-2404	3	150	A	C	INT	G	.60	1.20
		DL		AL-2-7601	9	200	A	C	INT		.60	1.20
		PL		AL-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	HTW	AL		325-2683	19	200					Apply Huntington Rates	
		EA	KEnt 4-4750	3-9476	19	200					Apply Huntington Rates	
		FT				200					Apply Huntington Rates	
ASHLAND, WISC.	AXX	NO		MUrdock 2-6653	3						No Service Available	
ASTORIA, ORE.	AST	WC	FAirfax 5-4841	WAlnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	AHN	SO	LIberty 6-3351	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-7751	POplar 1-8811	3,22,8	250	A	A	C		.50	1.60
		DL		POplar 6-5315	9,5,10,8,19,1A,53A,55	6000	A	A	C		.50	1.60
		EA		767-7436	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
		NW		Poplar 7-9758	52	200	A	A	C		.50	1.60
		RD		POplar 6-2711	1	6000	A	A	C		.50	1.60
		SO		POplar 6-5321	3	200	A	A	C		.50	1.60
		TW		POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACY	AL	4-6111	MI 1-2458	3,19	200	A	A	PHL		.80	2.10
		EA		Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW				See Lewiston, Me.							
AUGUSTA, GA.	AGS	DL	PArk 2-4628	2-8814	9	300	C	A	ATL	G	.75	1.50
		EA		2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	MAyfair 2-0181	Mayfair 2-1351	3	200	A	C	PWM		.50	1.00
AUSTIN, TEX.	AUS	BN	GReenwood 8-7339	HO-5-5461	3,9	200	A	C	SAT	G	.50	1.25
		CO		HO-5-6515	3,22	200	A	C	SAT		.50	1.25
		TT		HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBC	QBA			3	400						
BAKER, ORE.	BKE	WC	JAckson 3-2313	JAckson 3-5744	3	150	C	C	PDX		No Service Available	
BAKERSFIELD, CALIF.	BFL	UA		EXport 9-2921	9	300	A	C	LAX	G	.40	.75
		PC		EXport 9-1771	3,19,54	200	A	C	LAX		.40	.75
BALTIMORE, MD.	BAL	AA	SAratoga 7-0600	SAratoga 7-3210	9,15,50,9	6000	A	A	C	G	.75	1.60
		AL		SOuthfield 6-1010	3,9,19	200	A	A	C		.75	1.60
		CA		SAratoga 7-1063	4,22	250	A	A	C		.75	1.60
		DL		SOuthfield 6-2100	8,55	200	A	A	C		.75	1.60
		EA		SOuthfield 6-2244	19,10,52	200	A	A	C		.75	1.60
		NA		SOuthfield 1-0600	9,6,5	200	A	A	C		.75	1.60
		NE		SO 1-3000	55	200	A	A	C		.75	1.60

(Continued on next page)

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
BALTIMORE, MD. (Concluded)	BAL	PAA		MU 5-1630	50,53	1100	A	A	C		.75	1.60
		LC		SO 1-4800	3,9	150					.75	1.60
		TW		SOuthfield 1-1500	50.	400	A	A	C		.75	1.60
		UA		SOuthfield 1-0705	50e.53.6.	300	A	A	C		.75	1.60
BANGOR, ME.	BGR	NE	7391.	7314.	3,6,22.	200	A	A	C		.50	1.00
BAR HARBOR, ME.	BHB	NE	ATlantic 8-5575	Normandy 7-2573	3	200	C		C		No Service Available	
BARRE, VT.	MPV				See Montpelier, Vt.							
BARTLESVILLE, OKLA.	BVO	CO	FR 6-4192	FEderal 6-7147	3	200	C	C	MKC		.55	1.10
		CN		636	3	200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	DI 2-8838	ELgin 5-4491	9	300	C	C	C	G	.55	1.25
		EA		ELgin 5-2581	9	200	C	C	C		.55	1.25
		SO		ELgin 7-1488	3	100	C	C	C		.55	1.25
BATTLE CREEK, MICH.	BTL	NO	WOodward 3-9027	WOodward 3-1541	3,9	200	A				.50	1.00
BAY CITY, MICH.	MBS		TWinbrook 3-6391		See Saginaw, Mich.							
BEAUFORT, N. C.	MRH			PA-8-4734	See Morehead City, N. C.							
BEATRICE, NEB.	BIE	FL		CA-3-5312	3	200			CMA		No Service Available	
BEAUMONT, TEX.	BPT	DL	2-0275.	TE-5-7541	9	300	C	A	C	G	.55	1.50
		EA		TE-5-4573	9	200	C	A	C		.55	1.50
		TT		TE-5-1425	3	150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKW	PI		CLifford 2-2314	3	100	C	C	CVG		No Service Available	
BEEVILLE, TEX.	NIR	TT	FL 3-4137.	FL-8-4727	3	150	C				No Service Available	
BELLEFONTE, PA.	PSB	AL	ELgin 5-2030.	EL 5-4797	See Philipsburg, Pa.	200						
BELLINGHAM, WASH.	BLI	WC		REgent 4-4300	3	150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	1400.	EMerson 5-3473	3	200	C	C			No Service Available	
BEMIDJI, MINN.	BJI	NO	EMerson 5-8949.	PLaza 1-5009	3	200	C	C			No Service Available	
BEND, ORE.	RDM	WA		LIncoln 8-2118	3	150	C	C	PDX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO		WA 7-3118	3	200	C	C			No Service Available	
BERLIN, N. H.	BML	NE	211	Milan 2011	3	200	A		LWM			
BERMUDA	BDA	EA		5951.	7,53a	200			A			
		PAA		1-1050	50,53	1100			A			
BETHLEHEM, PA.	ABE				See Allentown, Pa.							
BETHEL, ALAS.	---	AS									.35	.50
BIG SPRING, TEX.	BGS	CO		AMherst 4-8971	3	200	C	C	SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL		ALpine 2-3466	3	200	A	A	GTF	G	.50	1.25
		NW		ALpine 2-7161	4,6,52	200	A	A	GTF		.50	1.25
		WA		ALpine 2-5161	6	200	A	A	GTF		.50	1.25
BILOXI, MISS.	---		IDlewood 6-6447		See Gulfport, Miss.							
BINGHAMTON, N. Y.	BGM	EA	RAymond 2-7266.	9-1544.	19.	200	C	C	SYR	G	.45	.95
		FT			Binghampton 9-1591	23.	10000	C	C	SYR	.50	1.00
		MO		7-1263	9,3	200	C	C	SYR		.50	1.00
		TW		9-1576.	8	250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	FAirfax 4-7521.	WOrth 1-6192	3,22,8.	250	A	A	C		.60	1.20
		DL		LYric 2-9605	9,5,7	400	A	A	C		.60	1.20
		EA		WOrth 1-4631	7,19,9,10,52	200	A	A	C		.60	1.20
		SO		WOrth 1-3737	3	100	A	A	C		.60	1.20
BISMARK, N. D.	BIS	FL	CA 3-2272	CApital 3-3272	3	200	A	A	MSP		No Service Available	
		NO		CApital 3-5640	3	200	A	A	MSP		No Service Available	
		NW		CApital 3-7400	4,52.	200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	OZ	4-3039.	5-2840.	3,54.	200					.45	1.25
BLOOMINGTON, IND.	BMG	LC	3-738	Valley 5-2611	3	150	C					
BLUEFIELD, W. VA.	BLF	PI	DAvenport 7-9217.	DAvenport 7-6141	3	100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL		1-1131	54.	200	C	C	SAN		No Service Available	
BOGALUSA, LA.	BXA											
BOISE, IDA.	BOI	UA	4-3556.	Boise 3-2521	5,6,10.	400	C	A	SPO	G	.40	1.00
		WC		Boise 2-3661	3	150	A	A	GEG		.40	1.00
BORGER, TEX.	BGD	CN	BR 3-6311	BRoadway 3-2818	3	200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	LOgan 7-1977.	LIberty 2-5470	9,5,15,10,52,50	6000	A	A	AC	G	.75	1.50
		AET		HUbbard 2-2025	7	550						
		AL		LO 7-6107	9,19.	200	A	A	AC		.70	1.40
		AF		COpley 7-5350	7	200	A	A	AC		.70	1.40
		AZ		LIberty 2-9060	10,53	440	A	A	AC		.70	1.40
		BA			11,8.	1100	A	A	AC		.70	1.40
		BOAC				220						
		EA		LOgan 7-4466	7,10,52	200	A	A	AC		.75	1.50
		FT		LOgan 7-6161	23.	10000	A	A	AC		.55	1.25
		MO		E. Boston 7-6600	9,3	200	A	A	AC		.75	1.50
		NA		LOgan 7-7600	5,52.	200	A	A	AC		.75	1.50
		NE		LOgan 7-8300	3,6,22,55	200	A	A	AC		.75	1.50
		PAA		HU 2-1747	10,50,53	1100	A	A	AC		.70	1.40
		TC		LIberty 2-6070	22.	300	A	A	AC		.70	1.40
		TW		COpley 7-7225	8,19,50	400	A	A	AC		.75	1.50
		UA		LOgan 7-4500	10,15,53,6.	6000	A	A	AC		.75	1.50
BOULDER CITY, NEV.	BLD				See Las Vegas, Nev.							
BOWLING GREEN, KY.	BWG	EA	VI 3-6711	VI-2-1601	19.	200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	JU 6-9666	JUniper 6-6026	4	200	C	C	GTF		No Service Available	
BRADENTON, FLA.	SRQ		BR 3-6601		See Sarasota, Fla.							
BRADFORD, PA.	BFD	AL	4114.	FO 2-3558	3,19.	200	C				.60	1.80
BRADY, TEX.	BBD	TT	7464.	2110.	3	200	C				No Service Available	
BRAINERD, MINN.	BRD	NO		5531.	3	200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC		5328.	3	200	C	C	C		.50	1.00
BRECKENRIDGE, TEX.	BKD											
BRIDGEPORT, CONN.	BDR	AL	EDison 4-5131	DR 8-4407	9,19.	200	A		C	G	.60	1.35
BRISTOL, VA.	TRI	CA	MOrth 9-5721	SOuth 2510	3	150	C	C	INT	G	.50	1.10
		PI		SOuth 4-2123	3	100	C	C	INT	G	.50	1.10
		SO		SOuth 4-3149	3	200	C	C	INT	G	.50	1.10
BROOKINGS, S. D.	BKX	NO		MYrtle 2-2721	3	200	A	C	OMA		No Service Available	
BROWNSVILLE, TEX.	BRO	BN	LIncoln 2-3553	LIncoln 2-7431	9	200	A	A	AC		.35	.75
		EA		LIncoln 6-1694	9	200	A	A	AC		.35	.75
		PAA		2-5360	4,2	5500	A	A	AC		.35	.75
BROWNWOOD, TEX.	BWD	TT	MI 3-4358	6882.	3	150	C		DAL		No Service Available	
BRUNSWICK, GA.	SSI	DL	Amherst 5-2752.	107	9	200	C	C	C	G	.40	.85
		EA		MElrose 8-3861	19.	200	C	C	C		.40	.85
BRYAN, TEX.	CLL	CO	TA 2-2309	VI-6-4789	3	200	C	C	SAT	G	.55	1.10
BUFFALO, N. Y.	BUF	AA	PLaza 9333.	PLaza 6007	9,5,15,10,52.	6000	A	C	AC	G	.50	1.65
		AL		N.F. 3-4800	3	200	A	C	AC		.50	1.65
		CA		Plaza 2240	3,4,8,22.	250	A	C	AC		.50	1.65
		FT		PLaza 3071	Served through CLE/BGM	10000	A	C	AC		.50	1.65
		LC		NF 3-8282	3	150	A	C	AC			
		MO		PLaza 3000	9,3	200	A	C	AC		.50	1.65
BURBANK, CALIF.	BUR				See Los Angeles, Calif.							
BURLEY, IDA.	BYI	WC		ORchard 8-7402	3	150	A	A	GPT		No Service Available	
BURLINGTON, IOWA.	BRL	OZ		PLaza 2-4262	3,54.	200	A	C	PIA		.50	1.50
BURLINGTON, VT.	BTV	EA	UNiversity 4-9875	4-6814	19	200	A	C	AC		No Service Available	
		NE		4-5745	3	200	A	C	AC		No Service Available	
BURNS, ORE.	BNO	WC		5101	3	150	C	C	PDX		No Service Available	
BUTTE, MONT.	BTM	NW	BU 3231	6489.	4	200	A	A	GTF	G	.55	1.35
		WA		6555.	6	200	A	A	GTF		.55	1.35
CALGARY, ALTA.	YYC	TC		Amherst 9-1381	3,7A,13,22,12	1500	C	C	C		.50	1.00
		CP		Amherst 2-4970	9	200	C	C	C		.50	1.00
		WA		CRestview 7-0176	6	200	C	C	C		.50	1.00
		WC		CRestview 7-0755	54.	150	C	C	C		.50	1.00
CAMBRIDGE, MD.	ESN				See Easton, Md.							
CAMDEN, ARK.	CDN	TT	TEmple 6-3561	TE-6-5784	3	150	C				No Service Available	
CAMDEN, N. J.	PAL	AL	WO 3-0290	SA 9-6650	See Philadelphia, Pa.	200						
CANTON, OHIO	CAK		GL 5-0081		See Akron, Ohio							
CAPE GIRARDEAU, MO.	CGI											

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CAPE MAY, N. J.	WWD	AL			(Seasonal)							
CARLSBAD, N. M.	CNM	CO	5-3838	TUxedo 5-2992	3	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	3-4034	23 4-7135	3,9	200	C	C	DEN		.50	1.35
		WA		23 5-2721	6	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YCG	CP			9	200	C	C				
CEDAR CITY, UTAH.	CDC	BL		JUniper 6-9741	54	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA.	CID	UA	EMpire 3-2647	EMpire 4-2481	6,5,10	400	C	C	OMA	G	.55	1.10
		OZ		EMpire 2-1103	3,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL		HE-2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMI	OZ	FL 6-9541	6-7271	3,54	200		A			.65	1.25
CHARLESTON, Ill.			DI 5-6261		See Mattoon, Ill.							
CHARLESTON, S. C.	CHS	DL	SHerwood 7-3637	4-2567	9	300	A	C	C	G	.75	1.50
		EA		4-3311	19,9,10	200	A	C	C		.75	1.50
		NA		SHerwood 4-4256	9,6	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRW	AA	DIckens 6-0351	DIckens 6-6204	9	500	A	A	CVG	G	.55	1.45
		CA		2-8007	3,22,8	250	A	A	CVG		.55	1.45
		EA		DIckens 6-0308	10,19	200	A	A	CVG		.55	1.45
		FI		DIckens 6-0691	3	100	A	A	CVG		.55	1.45
		LC		DIckens 3-9418	3	150	A	A	CVG			
CHARLOTTE, N. C.	CLT	CA	EXpress 2-1438	EXpress 9-0773	3,22	150	A	A	INT	G	.50	1.25
		DL		EXpress 9-0487	1A,5,10	4000	A	A	INT		.50	1.28
		EA		EXpress 9-3331	7,19,9,10,52	500	A	A	INT		.50	1.25
		FI		EXpress 9-3371	3	100	A	A	INT		.50	1.25
		SO		EXpress 9-7474	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYG	MAR		7361	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	FI	2-2439	3-5158	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	AMherst 6-3214	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA		9-3103	22,8	250	C	C	C		.65	1.30
		DL		OXford 8-7623	9	400	C	C	C		.65	1.30
		EA		MA-9-6101	19,9,7,52	200	C	C	C		.65	1.30
		SO		OXford 8-8519	3	200	C	C	C		.65	1.30
CHEBOYGAN, MICH.	PLN	CA		1499	3,4	150	C		C		.35	.75
CHEYENNE, WYO.	CYS	FL	8-8914	63 2-0551	3	200	A	C	DEN	G	.60	1.25
		WA		63 8-8916	6	200	A	C	DEN		.60	1.25
CHICAGO, ILL. Midway Airport	MDW	AA	HArrison 7-9700	LUdlow 1-1144	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF		STate 1-1250	7	200	A	A	AC		.70	1.75
		BN		POrtsmouth 7-5028	1,5,52	2000	A	A	AC		.70	1.75
		CA		POrtsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		CMA			5		A	A	AC			
		CO		GLadstone 5-6310	10,22	200	A	A	A		.70	1.75
		DL		POrtsmouth 7-1900	9,5,10,1A,55	6000	A	A	AC		.70	1.75
		EA		LUdlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		FT		POrtsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LC		POrtsmouth 7-7180	3	150	A	A	AC		.70	1.75
		LH		ANdover 3-6670			A	A	AC		.70	1.75
		NO		LUdlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW		RAndolph 6-9562	10,4,6,52,15	2000	A	A	AC		.70	1.75
		OZ		LUdlow 5-1952	3,54	200	A	A	AC		.70	1.75
		RD		LUdlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC		RAndolph 6-3644	22	500	A	A	AC		.70	1.75
		TW		DEarborn 2-7666	8,7,19,23	7500	A	A	AC		.70	1.75
		UA		POrtsmouth 7-5100	5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD	ORD	AA	GL 5-4340	GLadstone 5-4636	5,9,15,50,50c,52	6000	C	A	C	G	.70	1.75
		BA		DEarborn 2-7744	10	1100	C	A	C		.70	1.75
		BN		GLadstone 5-4310	50	500	C	A	C		.70	1.75
		CA		POrtsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
		CO		NAtional 5-5445	50	500	C	A	C		.70	1.75
		DL		NAtional 5-6602	9,53	300	C	A	C		.70	1.75
		EA		REliance 5-2211	19,52,53a	200	C	A	C		.70	1.75
		NO		LUdlow 5-1020	3	200	C	A	C		.70	1.75
		NW			53B	200						
		PAA		DEarborn 2-4924	50,53	1100	C	A	C		.70	1.75
		TW		DEarborn 2-7666	8,19,50,55	400	C	A	C		.70	1.75
		UA		POrtsmouth 7-5100	5,10,6,53,50C	400	C	A	C		1.00	2.00
CHICO, CALIF.	CIC	PC		FIreside 2-3007	3,54	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	----		GL 4-2231		See Hibbing, Minn.							
CINCINNATI, OHIO.	CVG	AA	DIxie 1-8700	DIxie 1-5600	9,5,10,15,52	6000	C	C	C	G	.65	1.60
		DL		DIxie 1-5884	9,1A,5,10,19,59	400	C	C	C		.65	1.60
		EA		DIxie 1-4300	9,10	200	C	C	C	G	.65	1.60
		LC		DIxie 1-4450	3,9	150	C	C	C	G		
		PI		GArfield 1-1315	3	100	C	C	C		.65	1.60
		TW		DIxie 8974	8,19	400	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	LC		VIctor 3-3931	3	150	C	C	PIT			
CLARKSTON, WASH.	LWS				See Lewiston, Idaho						No Service Available	
CLARKSVILLE, TENN.	CKV	OZ	MI 7-3921	IDlewood 9-5188	3,54	200					No Service Available	
CLEARFIELD, PA.	PSB	AL		DI 2-1670	See Philipsburg, Pa.	200						
CLEARWATER, FLA.	PIE		CLearwater 3-1389		See St. Petersburg, Fla.							
CLEVELAND, OHIO	CLE	AA	ORchard 1-1947-8	ORchard 1-5421	9,5,10,50C	600	A	A	AC	G	.85	1.95
		AI		GL 2-0216	3,19	200	A	A	AC		.85	1.95
		CA		CLearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA		CLearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT		WInton 1-5777	23	10000	A	A	AC		.85	1.95
		LC		CLearwater 2-5050	3	150	A	A	AC			
		NW		WInton 1-2442	6	200	A	A	AC		.85	1.95
		RD		CLearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC		SUperior 1-5595	22	400	A	A	AC		.85	1.95
		TW		WInton 1-9700	8,19	400	A	A	AC		.85	1.95
		UA		CLearwater 1-5200	5,15,6,10,50C	6000	A	A	AC		.85	1.95
		NO		TOwer 2-0216	9	200	A	A	AC	G	.85	1.95
CLINTON, IOWA	CWI	OZ	CHapel 2-6532	CHapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VA 3-3623	VA 3-3133	3	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	CO	POrter 3-7011	POrter 3-6212	22	200	C	C	ELP		.40	.85
CODY, WYO.	COD	FL	1186	58 7-4644	3	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC		MOhawk 4-5313	3	150	C	C	GEG		No Service Available	
COLLEGE STATION, TEX.	CLL				See Bryan, Tex.							
COLORADO SPRINGS, COLO.	COS	BN	MElrose 5-2508	MElrose 4-6321	9,5	200	A	C	DEN	G	No Service Available	
		CN		MElrose 5-1586	3	200	A	C	DEN	G	No Service Available	
		CO		MElrose 3-4688	3,22,10	200	A	C	DEN		No Service Available	
COLUMBIA, MO.	CBI	OZ	GIbson 3-5457	GIbson 3-4173	3,54	200			A		No Service Available	
COLUMBIA, S. C.	CAE	DL	ALpine 2-8682	4-3186	9	400	C	C	ATL	G	.50	1.10
		EA		6-1603	19	200	A	C	ATL		.50	1.10
COLUMBUS, GA.	CSG	DL	FAirfax 2-5538	FAirfax 7-7458	9,3	400	C	A	ATL	G	.50	1.00
		EA		FAirfax 7-2625	19,9	200	C	A	ATL		.50	1.00
		SO		FAirfax 4-2493	3	200	C	A	ATL		.50	1.00
COLUMBUS, MISS.	UBS	SO	FA 8-3241	FAirfax 8-4900	3	100					No Service Available	
COLUMBUS, OHIO.	CMH	AA	CApital 4-9211	BElmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		DL			5	300	A	C	C			
		EA		BElmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC		BElmont 5-1195	3	150	A	C	C			
		PI		BElmont 7-2585	3	100	A	C	C	G	.70	1.75
		TW		CApital 1-7866	8,7,19	400	A	C	C		.70	1.75
		UA		BElmont 7-3711	5,10	400	A	C	C		.70	1.75

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
CONCORD, N. H.	CON	NE	CApitol 5-5509	CApital 5-9531	3	200	A	A	RAM		No Service Available	
COOS BAY, ORE.	OTH		Co 7-6218		See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ				See London, Ky.							
CORDOVA, ALASKA	CDV	PN		15.	4,8						1.00	1.00
CORNING, N. Y.	ELM		2-0766.		See Elmira, N. Y.							
CORONA, CALIF.	CNF	LX			20.	200						
CORPUS CHRISTI, TEX.	CRP	BN	TUlip 2-7421	TU-3-8431	9	500	A	A	C	G	.50	1.00
		EA		TU-4-0331	19,9.	200	A	A	C		.50	1.00
		TT		TU-2-7458	3	150	A	A	C		.50	1.00
CORTEZ, COLO.	CEZ	FL		LOgan 5-3423	3	200	C		DEN		No Service Available	
CORVALIS, ORE.	CVO		PL 3-8611		See Albany, Ore.							
CRANBROOK, B. C.	YXC	CP		JU-6-4844	9	200	C	C	C		.25	.60
CRESCENT CITY, CALIF.	CEC	PC		Ingersoll 4-3221	3,19,54	200	C	C	OTH		No Service Available	
CUT BANK, MONT.	CTB	WC		WE-8-4163	3	150	C	C	A		.35	.75
DALLAS, TEX.	DAL	AA	RIverside 2-5431	FLeetwood 7-7391	9,5,15,10,52,50	10000	A	A	C	G	.45	1.25
						(6000 Via DL Interchange)						
		BN		FLeetwood 1-5522	52,5,9,1,6,10,50,15	6000	A	A	C		.55	1.40
		CO		FLeetwood 2-5601	9,3	200	A	A	C		.55	1.40
		CN		FLeetwood 2-2609	3	200	A	A	C		.55	1.40
		DL		FLeetwood 2-2631	14,5,10,8,53,22,55	6000	A	A	C		.55	1.40
		TT		FLeetwood 1-5334	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC	110	HIckory 6-4727	3	150	C					
		OZ		2711.	3,54.	200					.60	1.25
DANVILLE, VA.	DAN	EA	SW 2-1811	7640.	19.	200	C	C	RIC	G	.55	1.10
		PI		SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI		3-5133.		See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP		CPA	3	200		C	C		.25	.60
DAWSON CREEK, B. C.	YDC	CP		55.	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	TWin Oaks 8-6581	TWin Oaks 8-4841	10,9.	300	C	A	C	G	.60	1.45
		DL		TWin Oaks 8-3631	3,9	150	C	A	C		.60	1.45
		LC		HE-4053	8,7,19,55	400	C	A	C			
		TW		TW-8-3692	5,10.	400	C	A	C		.60	1.45
		UA		CLinton 3-6541	19,9,8,7,10	400	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CL 2-4248	CLinton 2-0566	9,6	200	A	A	JAX	G	.70	1.50
		NA		ELgin 3-2690	3	200	A	A	JAX		.70	1.50
DECATUR, ALA.	DCU	SO		3-7741	3,54.	100					No Service Available	
DECATUR, ILL.	DEC	OZ	4-251		See Montrose, Colo.	200					.45	1.10
DELTA, COLO.	MTJ		CO 21-F		See Sherman, Tex.							
DENISON, TEX.	SWI											
DENVER, COLO.	DEN	BN	TAbor 5-6219	EAst 2-7761	5,9,52.	500	A	A	C	G	.55	1.30
		CN		DExter 3-4228	3	200	A	A	C		.55	1.30
		CO		EAst 2-7771	3,5,10,22,50.	200	A	A	C		.55	1.30
		FL		FLorida 5-3515	3,9	200	A	A	C		.55	1.30
		TW		DUdley 8-1606	8,7	250	A	A	C		.55	1.30
		UA		DExter 3-7792	15,6,10,53,500.5.	6000	A	A	C		.65	1.50
		WA		EAst 2-1833	6	200	A	A	C		.55	1.30
DeRIDDER, LA.		TT									.50	1.00
DES MOINES, IOWA	DSM	BN	ATlantic 2-1864	CH-3-0711	9,5	500	A	A	OMA	G	.45	1.00
		OZ		ATlantic 8-3654	3,54.	200	A	A	OMA		.45	1.00
		UA		ATlantic 8-6711	6,10,5.	400	A	A	OMA		.55	1.25
DETROIT, MICH. (Willow Run)	YIP	CA	HUnter 2-0888	WOodward 3-8900	3,4,8,22.	250	A	A	AC		.75	1.85
		EA		LOgan 3-8400	9,7,10,19,52.	200	A	A	AC		.75	1.85
		LC		HUnter 2-8481	3,9	150	A	A	AC			
		MO		HUnter 3-3410	9,3	200	A	A	AC		.75	1.85
		NO		HUnter 2-0620	3,9	200	A	A	AC		.75	1.85
		TW		WOodward 2-7272	8,19,7,50	400	A	A	AC		.75	1.85
		UA		HUnter 3-3440	5,10,15,50c,53.	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA		HUnter 2-6890	9,5,15,10,52.50	6000	A	A	C	G	.75	1.85
		AL		WHitney 1-2900	3,19.	200	A	A	AC		.75	1.85
		BOAC		WOodward 3-3435						G	.75	1.85
		DL		CRestwood 4-1500	53,5,9.	400	A	A	C	G	.75	1.85
		FT		LOgan 2-9520	23.	10000	C	A	AC		.75	1.85
		NW		LOgan 2-7110	6,10,52,15.	2000	A	A	AC		.75	1.85
		PAA		WOodward 3-0800	50,53	10000	A	A	AC		.75	1.85
		RD		CRestwood 8-1300	1	6000	C	A	AC		.75	1.85
DEVILS LAKE, N. D.	DVL	NO		MOhawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL		22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF.		LX			20.	200						
DODGE CITY, KAN.	DDC	CO	HUnter 3-4221	HUnter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	DOthan 2-8160	5-1200.	19,9.	200	A	A	FFN	G	.55	1.10
		SO		SYcamore 2-2075	3	100	A	A	FFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA		EMpire 4-3437	5	250	C	C	AC	G	.35	.75
DOVER, OHIO	PHD	LC	4-2985.	New Philadelphia 4-2729.	3	150						
DUBOIS, PA.	PSB	AL		DAvis 8-2600	3,19.	200	C		PHL		No Service Available	
DUBUQUE, IOWA	DBQ	OZ	2-3694.	3-9441.	3,54.	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	RAndolph 2-4423	RAndolph 2-6633	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	707	ALpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL		CHerry 7-2395	3,9	200	C	C	DEN		No Service Available	
DURHAM, N. C.	RDU	EA	6-171	3-9241.	7,8,19.	200	C	A	C	G	.70	1.50
		FI		91981	3	100	C	A	RDU-R	G		
EARLTON, ONT.	YXR	TC			22.	200	C	C			No Service Available	
EASTON, PA.	ABE		BLackburn 8-7128		See Allentown, Pa.							
EAU CLAIRE, WISC.	EAU	NO	TEmple 2-1658	TEmple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	MMK	TT	DU 3-2512	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC		28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW		55-2120	6	200	C	C	C		.50	1.00
		WA		29 9-7266	6	200	C	C	C		.50	1.00
		CP		554171.	1,3,9	1000	C	C	C		.50	1.00
EGLIN AIR FORCE BASE	VPS	SO		2-5111.	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL		ELgin 2-4218	54.	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TT	UNion 3-5767	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	CA	2-594	2396.	3	150	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	LC		820	3,9	150	C		PIT		No Service Available	
ELKO, NEV.	EKO	UA		REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	CA	REgent 4-8138	9-3686.	3	150	C	C	SYR	G	.40	1.10
		MO		9-3656.	3	200	C	C	SYR		.40	1.10
EL PASO, TEX.	ELP	AA	PRospect 2-4491	PRospect 8-3301	5,10,52	600	A	C	AC	G	.50	1.25
		CO		PRospect 8-1951	3,5,6,22,10	400	A	C	AC		.50	1.25
		TT		3-1233.	3	150	A	C	AC		.50	1.25
ELY, NEV.	ELY	UA		ANhurst 4-4478	9	200	C	A	SFO		No Service Available	
ENID, OKLA.	WDG	CN	ADams 7-5799	ADams 4-5474	3	200	C	C	MKC		No Service Available	
ENNIS, MONT.												
ENUMCLAW, WASH.	EPH	WC	SKyline 4-4311	SKyline 4-2522	3	150		C	GEG		No Service Available	
ERIE, PA.	ERI	AL	GLendale 2-3623	TR 3-9864	3,19.	200	C	A	C	G	.40	1.10
		CA		3-1129.	3	250	C	A	C		.40	1.10
		LC		TEmple 8-2034	3	150	C	A	C			
		MO		3-7754.	9	200	C	A	C		.40	1.10
ESCANABA, MICH.	ESC	NO	397	STate 6-1362	3	200	C	C			No Service Available	
EUGENE, ORE.	EUG	UA		DIamond 4-4221	9	300	A	A	OTH	G	.45	.95
		WC		DIamond 5-8506	3	150	A	A	OTH		.45	.95
EUREKA, CALIF.	ACV	PC		TErrace 9-1521	3,19,54	200	C	C	C		No Service Available	

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
EVANSVILLE, IND.	EVV	DL	HArrison 5-7285	HArrison 4-4771	9	300	A	A	C	G	.55	1.60
		EA		HArrison 2-7880	9,19,10	200	A	A	C		.55	1.60
		LC		HArrison 3-7746	3	150	A	A	C			
FAIRBANKS, ALASKA	FAI	AS		4220	3,5	1000					1.00	2.00
		NC										
		PAA		3262	6,50,53	1100						
		CP										
FAIRMONT, MINN.	FRM	NO		2198	3	200			MSP		No Service Available	
FAIRMONT, W.VA.	CKB	LC		2246	See Clarksburg, W. Va.							
FALL RIVER, MASS.	EWB		OE 7-9341		See New Bedford, Mass.							
FARGO, N. D.	FAR	NO	AD 5-5503	ADams 2-3234	3	200	A	A	MSP		No Service Available	
		NW		5-4277	4,6	200	A	A	MSP		No Service Available	
FARMINGTON, N. M.	FMN	FL	DAvis 5-2732	DAvis 5-0681	3,9	200	C	C	DEN		No Service Available	
FAYETTEVILLE, ARK.	FYN	CN	HIllcrest 2-2641	HIllcrest 2-7306	9	200		A	MKC		.45	1.00
FAYETTEVILLE, N. C.	FAY	NA	HEmlock 2-7171	HEmlock 2-8157	9	200	C	A	RDU	G	.55	1.00
		PI		HEmlock 2-4171	3	100	A	A	RDU		.55	1.00
FITCHBURG, MASS.	FIT	NE	DIamond 2-4032	2-6785	3	200	A	C	ORH		No Service Available	
FLAGSTAFF, ARIZ.	FLG	BL		PRospect 4-7373	54	200	C		DUG		No Service Available	
		FL		PRospect 4-6601	3	200	C		DUG		No Service Available	
FLINT, MICH.	FNT	CA	CEdar 2-3167	CEdar 5-4037	3,4,22	250	C		YIP		.50	1.50
FLORENCE, ALA.	MSL		AT 2-3201		See Sheffield, Ala.					G		
FLORENCE, S. C.	FLO	EA	MOhawk 9-6355	5255	19	200	C	A	CHS	G	.35	.75
FONTANA, CALIF.	FON	LX			20	200					No Service Available	
FORESTVILLE, P. Q.	YFE	CP			1,3,6,9	400						
FORT CAMPBELL, KY.					See Clarksville, Tenn.							
FORT DODGE, IOWA	FOD	OZ	5-8611	5-0431	3,54	200					No Service Available	
FORT GOOD HOPE, N.W.T.		CP			1,3,6,9	200						
FORT LAUDERDALE, FLA.	FLL	NE	JAckson 2-4701	JAckson 4-8631	6,55	200	C	A	AC		.80	1.60
		EA		JAckson 3-8546	7	200	C	A	MIA	A	.90	1.80
		NA		JAckson 4-2503	6	200	C	A	AC		.90	1.80
		NW		JAckson 2-1486	52	200	C	A	AC		.80	1.60
FORT MYERS, FLA.	FMY	NA	EDison 2-8571	WEstmore 6-2103	9,52	400	C	C	TPA		.50	1.00
		RD		EDison 2-8061							.50	1.00
FORT NELSON, B. C.	YYE	CP		CPA	6,9	200		C	C			
FORT PIERCE, FLA.	FPR	RD		Vero Beach 2345		6000					No Service Available	
FORT RILEY, KAN.	MHK		2-6159		See Manhattan, Kan.							
FORT SILL, OKLA.	LAW		8127		See Lawton, Okla.							
FORT SMITH, ARK.	FSM	BN	SUnset 3-4139	SUnset 3-5171	9	200	A	A	MEM		.40	.85
		CN		SUnset 2-3004	3	200	A	A	MEM		.40	.85
FORT STOCKTON, TEX.	FST	TT	ED 6-4271	157	3	150	C		ELP		No Service Available	
FORT ST. JOHN, B. C.	YXJ	CP		117	6,9	500		C				
FORT WAYNE, IND.	FWA	DL	AMthony 3-476	HArrison 3152	9	200	A	C	TOL	G	.75	1.50
		TW		HArrison 2204	19	400	A	C	TOL		.75	1.50
		UA		SHerwood 3133	6	400	A	C	TOL		.75	1.50
FORT WILLIAM, ONT.	YQT	TC		2-0641	22	400	C	C	C		.50	1.00
FORT WORTH, TEX.	ACF	AA	EDison 2-2301	ATlas 4-2551	9,5,10,50,52,53A	600	A	A	DAL	G	.55	1.35
		BN		ATlas 4-3261	9,5,10	500	A	A	DAL		.55	1.35
		CO		ATlas 4-3861	3,22	200	A	A	DAL		.55	1.35
		CN		ATlas 4-2971	3	200	A	A	DAL		.55	1.35
		DL		ATlas 4-6611	9,5,10,53A	400	A	A	DAL		.55	1.35
		TT		ATlas 4-3465	3	150	A	A	DAL		.55	1.35
FRANKLIN, PA.	FKL	AL	IDlewood 2-8116	ID 2-2264	3	200	C				.50	1.50
FRANKFORT, KY.	FFT	PI		CApital 7-3636	3	100	C	C	SDF		No Service Available	
FREDERICTON, N. B.	YFC	TC		6613	22	200	C	A	C		.50	1.00
FRESNO, CALIF.	FAT	TW	AMherst 4-2843	ADams 7-6174	8	250	A	A	SFO	G	.60	1.50
		UA		CLinton 1-5522	9	300	A	C	SFO		.60	1.50
FROBISHER BAY		MAR			1,3,4	500						
FULLERTON, CALIF.	FUL	LX			20	200						
GADSDEN, ALA.	GAD	SO	LI 3-2556	LI-6-5285	3	100					.70	1.40
GAINESVILLE, FLA.	GNV	EA	FRanklin 6-3033	FR 2-0481	19	20	A	C	JAX		.50	1.00
GALLUP, N. M.	GUP	FL		UNion 3-3312	3	200	C	A	ELP		No Service Available	
GALVESTON, TEX.	GLS	TT	SO 3-8891	5-5062	3	150					.50	1.00
GAMBELL, ALASKA	GAM	AS			3	500						
GANDER, NFLD.	YQX	PAA		723	10	550	C	C	A			
		KLM				10	C	C	A			
		MAR		935	3,1,4	500	A	A	A			
		SK					C	C	A			
		SN			15		C	C	A			
		SH		723	6	600	C	C	A			
		TC		913	13,7A,22	500	C	C	A		.50	1.00
		TW		713	8,7	250	C	C	A		No Service Available	
GARDEN CITY, KAN.	GCK	CO	3641	BRidge 6-5132	3	200	C	C	DEN		No Service Available	
GLADEWATER, TEX.	GGG				See Longview, Tex.							
GLASGOW, MONT.	GGW	FL		ACademy 8-2446	3	200	C	C	GTF		No Service Available	
GLENDIVE, MONT.	GDV	FL		EMpire 5-3146	3	200	A	A	GTF		No Service Available	
GLENS FALLS, N. Y.	GFL	EA	Fort Edwards 5-3376	3-2527	19,8	200	C	C	ALB		No Service Available	
		MO		2-1184	3	200	C	C	ALB		No Service Available	
GOOSE BAY, LAB.	YYR	TC		TCA	13	1000					No Service Available	
		MAR		6-2121								
GRAND CANYON, ARIZ.	VLE	BL		VAlle 3-3	(Seasonal)	200					No Service Available	
GRAND FORKS, N. D.	GFK	NW	4-7771	4-4629	4,6	200	C	A	A		No Service Available	
		NO		2-1711	3	200	A	A	A		No Service Available	
GRAND ISLAND, NEB.	GRI	FL	DU 2-3216	DU-2-2750	3,9	200	A	C	DEN		No Service Available	
GRAND JUNCTION, COLO.	GJT	FL	CHapel 2-2532	CHapel 2-5879	3,9	200	C		DEN		.80	1.10
		UA		CHapel 3-3112	6	200	C		DEN		.80	1.10
GRANDE PRAIRIE, ALTA.	YQU	CP		2031	9	200	C	C				
GRAND RAPIDS, MICH.	GRR	CA	CHerry 3-5689	CHerry 3-0108	3,4,22	250	A	A	MKG	G	.55	1.35
		FT		CHerry 1-2221	Served through DTW						.65	1.25
		LC		CHerry 1-4477	3	150	A	A	MKG			
		NO		CHerry 1-2441	3	200	A	A	MKG		.55	1.35
GREAT BEND, KAN.	GBD	CO	GL 3-4431	GLadstone 3-4776	3	200	C	C			No Service Available	
GREAT FALLS, MONT.	GTF	NW	GLendale 3-5468	GLendale 3-6501	6,52	300	A	A	AC	G	.55	1.00
		FL		GLendale 3-4844	3	200	A	A	AC		.55	1.00
		WA		GLendale 3-4355	6	200	A	A	AC		.55	1.00
		WC		GLendale 4-1396	3	150	A	A	AC		.55	1.00
GREEN BAY, WISC.	GRB	NO	HEmlock 2-7795	HEmlock 5-5366	3,9	200	C	C	C		.60	1.35
GREENSBORO, N. C.	GSO	CA	BRoadway 3-1941	BRoadway 3-8646	3,22	150	C	A	INT	G	.75	1.50
		EA		CYpress 9-1131	19,9,7,52	200	A	A	INT		.75	1.50
		PI		CY-9-2141	3	100	C	A	INT	G	.75	1.50
GREENVILLE, MISS.	GLH	SO	2-8195	2-2612	3	100	C				No Service Available	
GREENVILLE, S. C.	GRL	DL	CEdar 2-3851	CEdar 2-8213	9	200	A	A	ATL	G	.40	.85
		EA		9-3061	19,9,8,52,7	200	A	A	ATL		.40	.85
		SO		CEdar 3-0173	3	100					.40	.85
GREENWOOD, MISS.	GRW	SO	123	EDison 2-2612	3	100	A	A	MEM		No Service Available	
GREENWOOD, S. C.	GRD	SO	GRchard 3-3156	9-3191	4	100					No Service Available	
GRINDSTONE		MAR			1,3,4	500						
GULFPORT, MISS.	GPT	SO	UNiversity 3-3891	UNiversity 4-2323	3	100	C	C	C		.55	1.10
GUYMON, OKLA.	GUY	CN		672	3	200					.50	1.00
GUNNISON, COLO.	GUC	FL		145	3	200	A	C	DEN		No Service Available	
HAGERSTOWN, MD.	HGR	AL	REgent 9-6410	REgent 3-6700	3,19	200	C			G	.50	.75
HAILEY, IDA.	SUN	WC		340	3	150			GHG			
HALIFAX, N. S.	YHZ	TC		2-7411	13,22,7	1000	C	C	C		.50	1.00
		MAR		6-2306	3,1,4	500	A	A	A			
HAMILTON, ONT.	YHZ	TC	JAckson 2-4546		7,12,13,22,53				A		1.10	2.00
HAMPTON, VA.	PHF				See Newport News, Va.							
HANCOCK, MICH.	----				See Houghton, Mich.							
HANNIBAL, MO.	HNN		881		See Quincy, Ill.							
HARLINGEN, TEX.	HRL	TT	GA 3-0038	GA 3-4200	3	150			SAT		.50	1.00

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
HARRISBURG, PA.	HAR	AL	CEdar 8-5244	CEdar 8-9426	3,19	200	A	C	BAL	G	.40	1.35
		CA		CEdar 6-7995	3	150	A	C	BAL		.40	1.35
		TW		CEdar 4-3136	8,19	400	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN		EMpire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	SHD	PI	4-2292	Weyers Cave 2761	3							
HARTFORD, CONN.	HDL	AA	CHapel 9-8683	JAckson 2-6193	9,15,5,52	3000	A	C	C	3	No Service Available	
		Au		JA 2-3084	9	200	A	C	C		.65	1.25
		EA		JAckson 2-1854	19,8,10,7	200	A	C	C		.65	1.25
		FT		JAckson 2-3145	23	10000	A	C	C		.65	1.25
		NE		CH 9-7693	3	200	A	C	C		.65	1.25
		TW		NAtional 3-5581	8,7	250	A	C	C		.65	1.25
		UA		CHapel 9-1311	10,15,6,50c	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL		2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBG	SO	JU 4-6841	JUniper 2-1643	3	100	A	G	MSY		.50	1.00
HAWTHORNE, NEV.	HTH	BL		WIlson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	YHY	PN			3,4,1	200						
HAZLETON, PA.	HZL	AL	GLadstone 4-0261	GLadstone 5-5817	3	200					.50	1.25
HAVRE, MONT.	HVR	FL		26 5-7911	3	200	C	C	GTF		No Service Available	
HELENA, ARK.	HEE	TT		5-2577	3	150		A	MEM		No Service Available	
HELENA, MONT.	HLN	NW	HIckory 2-1710	HIckory 2-0012	4	200	A	A	GTF	G	.45	1.10
		WA		HIckory 2-8550	6	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL				See Asheville, N. C.						.45	1.10
HERRIN, ILL.	MWA		RE 7501		See Marion, Ill.							
HIBBING, MINN.	HIB	NO	AMherst 2-2521	AMherst 3-7847	3	200	C	C			.60	1.45
HICKORY, N. C.	HKY	FI	DI 5-4119	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	GSO	CA	2-1915	5411	See Greensboro, N. C.							
		EA		88 2-8145	See Greensboro, N. C.							
		PI		3778	See Greensboro, N. C.							
HOBBS, N. M.	HOB	CO	EXpress 3-5933	EXpress 3-5414	3	200	C		ELP		.60	1.25
HOLLOMAN AIR FORCE	ALM				See Alamagordo, N. M.							
HOMER, ALASKA	HOM	PN		22111	3						.75	1.00
HONOLULU, T. H.	HNL	NW	HOnolulu 6-6167	83256	53B	200		C	AC		.65	1.25
		PAA		58-221	10,50,15,53	5500		C	AC			
		UA		HOnolulu 8-1811	53	200		C	C			
		HA		85911	11,10	600		C	C			
		JL		HOnolulu 8-1811	6,10	200		C	C			
HOPKINSVILLE, KY.			TUxedo 5-5605		See Clarksville							
HOQUIAM, WASH.	HQM				See Aberdeen, Wash.							
HOT SPRINGS, ARK.	HOT	CN	NAtional 3-1821	NAtional 4-1284	3	200	A	C	MEM			
		DL		NAtional 3-1671	9	300	A	C	MEM		No Service Available	
		TT		NAtional 3-8501	3	150	A	C	MEM		No Service Available	
HOUGHTON, MICH.	CMX	NO		63	3	200	C	C	C		No Service Available	
HOULTON, ME.	HUL	NE	3566	2254	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	OLive 4-3793	MIssion 9-1457	5	250	A	A	C	G	.55	1.25
		BN		OLive 4-2685	9,5,52,6,10,50	500	A	A	C		.55	1.25
		CO		OLive 4-8531	5,6,3,10,22	400	A	A	C		.55	1.25
		DL		OLive 4-2646	9,10,19,53,55	400	A	A	C		.55	1.25
		EA		OLive 4-2661	9,10,7,52,23,53A	4000	A	A	C		.55	1.25
		KIM		CApitol 4-1701	10	550	A	A	C		.55	1.25
		NA		OLive 4-8564	52.10	400	A	A	C		.55	1.25
		PAA		CApitol 3-4131	2,50,53,4	5500	A	A	AC		.55	1.25
		TT		MIssion 9-1218	3	150	A	A	C		.50	1.25
HUNTINGTON, W. Va.	HTW	AL		GL 3-1331	3,19	200	C	C	CVG	G	.50	1.60
		EA		3-9476	19	200	C	C	CVG		.50	1.60
		FI		GL-3-1356	3	100	C	C	CVG	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	JEfferson 4-4533	JEfferson 4-4583	3,22	150	A	A	BHM		.40	1.35
		EA		4680	19,9	200	A	A	BHM		.40	1.35
		SO		JEfferson 6-6383	3	200					.40	1.35
HURLEY, N. M.	SVC			53 8-3021	See Silver City, N. M.							
HURON, S. D.	HON	NO		ELgin 2-2910	3	200	A	C	MSP		No Service Available	
		WA		ELgin 2-8601	6	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO 2-3671	MO-2-6601	22,3	200	C	C	MKC	G	.55	1.25
HYANNIS, MASS.	HYA	NE	SPring 5-1600	SPring 5-1800	3	200	A	A	EWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	JAckson 2-5075	JAckson 3-3305	3	200	A	C	GTF		.45	1.10
		WC		JAckson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA		JAckson 2-8161	6	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL		TU-2-4780	3	200			DEN			
INDIANAPOLIS, IND.	IND	AA	MElrose 5-1085	CHapel 1-2545	9,5,52	600	A	A	C	G	.55	1.50
		DL		CHapel 1-3333	3,19,5	400	A	A	C		.55	1.50
		EA		CHapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		LC		CHapel 1-8204	3,9	150	A	A	C			
		OZ		MElrose 8-4909	3,54	200	A	A	C		.55	1.50
		TW		MElrose 4-3438	8,19,23	4000	A	A	C		.55	1.50
INT'L. FALLS, MINN.	INL	NO		ATlas 3-3871	3	200	C	C	C		No Service Available	
INYOKERN, CALIF.	IYK	PC		7-2271	3						No Service Available	
IOWA CITY, IOWA	IOW	OZ	3197	8-3604	3,43	200	A	C	PIA		No Service Available	
IRON MOUNTAIN, MICH.	IMT	NO	774-1727	774-5050	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IWD	NO		741-W	3	200	C	C			No Service Available	
ISLIP, N.Y.	ISP	AL		RO 9-7771	9	200						
ITHACA, N. Y.	ITH	MO	2-2531	3351	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NO	STate 9-7196	STate 9-6125	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	FLeetwood 2-6825	20866	9,5,8	400	A	C	MSY		.55	1.35
		SO		FLeetwood 2-8899	3	100	A	C	MSY		.55	1.35
		TT									.55	1.35
JACKSON, TENN.		SO		2-5416	3	100					No Service Available	
JACKSON, WYO.	JAC	FL		310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	ELgin 4-0585	ELgin 6-0484	5,8	400	A	A	C	G	.65	1.25
		EA		ELgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA		ELgin 3-1586	9,5,6,52	400	A	A	C		.65	1.25
		NE		ELgin 5-6611	6	200	A	A	C		.65	1.25
		SO		ELgin 4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	7964	JA 4-1118	3,19	200	C		BUF		.50	1.35
JAMESTOWN, N. D.	JMS	NW		199	4	200	C	A	MSP		No Service Available	
JANESVILLE, WISC.	JVL		PL 2-1463	PLeasant 4-5293	See Beloit, Wisc.						No Service Available	
JEFFERSON CITY, MO.	JEF	OZ	6-8191	6-2350	3,54	200	C				.55	1.10
JOHNSON CITY, TENN.	TRI		91		See Bristol, Va.							
JOHNSTOWN, PA.	JST	AL	7-5309	JO 9-1144	3,19	200	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MA 3-4437	MAyfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN		MAyfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ		MAyfair 3-1817	3,54	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS							C			
		ES							C			
		PAA		6-1400	6	550			C			
		PN		6-1455	4,8,16				C		1.00	1.00
JUNCTION CITY, KAN.	MHK		CE 8-2611		See Manhattan, Kan.							
KALAMAZOO, MICH.	AZO	LC	FIreside 5-7163	FIreside 9-2669	3	150						
		NO		FIreside 9-2646	3	200	C	C			.50	1.00
KALISPELL, MONT.	FCA	WC	SKyline 6-5939	SK-6-5053	3	150	C	C	GRG		No Service Available	
KAMLOOPS, B. C.	LKA	CP		109	3	200	C	C	C			
KANAB, UTAH		BL		MIdway 4-5001	3	200						
KANSAS CITY, MO.	MKC	BN	GRand 1-5906	GRand 1-4740	9,1,5,22,52	2000	A	A	AC	G	.70	1.60
		CO		GRand 1-3705	3,10,22,50	200	A	A	AC		.70	1.60
		CN		BAltimore 1-3955	3	200	A	A	AC		.70	1.60
		DL		GRand 1-7613	9	300	A	A	AC		.70	1.60

(Continued on next page)

CITY	CODE	CAR-RIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
KANSAS CITY, MO. (Concluded)	MKC	FL		VI-2-6252	3,9	200	A	A	C		.70	1.60
		OZ		GRand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW		GRand 1-4400	50,7,19,23,55	4000	A	A	AC		.70	1.60
		UA		GRand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL		CE-6-2921	3	200			DEN			
KEENE, N. H.	EEN	MO		ELmwood 2-0603	1910	100	C	C	BOS		.65	1.10
		NE		Elmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YWX	CP			6025	200					.25	.85
KENAI, ALASKA	ENA	PN			206	200					.75	1.00
KENNEWICK, WASH.	PSC				See Pasco, Wash.							
KERRVILLE, TEX.	ERV	TT		CL 7-4536	CL-7-4050	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA			3131	550			A			
		PN			3138	8,16			A			
KETCHUM, IDA.	SUN	WC			See Hailey, Ida.	150			GEG			
KEY WEST, FLA.	EYW	NA		CYpress 6-6651	CYpress 6-5510	400	A	C	AC		No Service Available	
KILGORE, TEX.	GGG			2711	See Longview							
KIMBERELY, B. C.	YXC	CP			LD-2-3511	200					No Service Available	
KING SALMON, ALASKA	AKN	PN			4	200					.60	1.00
KINGMAN, ARIZ.	IGM	BL			SKyline 3-3630	54	C	C	LAX		No Service Available	
KINGSPORT, TENN.	TRI	PI		CIrcle 5-5731	CIrcle 6-4107	3						
		SO			See Bristol	See Bristol	A					
KINSTON, N. C.	ISO	PI		3918	JAckson 3-5006	3	100	C	C	RDU	No Service Available	
KITIMAT, B. C.	YKI	CP			220	3,9	200			C	1.00	1.00
KLAMATH FALLS, ORE.	IMT	WC		TU 4-5814	TUxedo 2-4626	3	150	A	C	OTH	.55	1.50
KNOXVILLE, TENN.	TYS	AA		3-6175	7-6264	9,5	500	C	C	CHA	G .60	1.25
		CA			7-5521	3,22,8	250	C	C	CHA	.60	1.25
		DL			7-6661	9	400	C	C	CHA	.60	1.25
		PI			7-2571	3	100	C	C	CHA	.60	1.25
		SO			7-7561	3	200	C	C	CHA	.60	1.25
KODIAK, ALASKA	KNB	PN			4131	3					.75	1.00
KOKOMO, IND.	OKK	LC		Gladstone 2-5626	GLadstone 7-5591	3	150	C				
KOTZEBUE, ALASKA	OTZ	AS				3	500					
LACONIA, N. H.	LCI	NE		150	LA 4-5313	3	200	C		LWM	No Service Available	
LA CROSSE, WISC.	LSE	NO		2-8286	4-5680	3	200	C	C		No Service Available	
LA FAYETTE, IND.	LAF	LC		SHerwood 2-5068	RIverside 3-1841	3	150	C				
LAFAYETTE, LA.	LFT	EA		CE 5-8649	CE-5-8536	19,9	200	A		BTR	G .55	1.10
		TT			CE-4-5252	3	150	A		BTR	.55	1.10
LA GRANDE, ORE.	LGD											
LA JUNTA, COLO.	LHX											
LAGUNA BEACH, CALIF.	SNA				See Santa Ana, Calif.							
LAKE CHARLES, LA.	LKC	EA	HE 9-8876		HE-6-3656	19,9	200	A	A	C	G .55	1.35
		TT			HE-3-8511	3	150	A	A	C	.55	1.35
LAKELAND, FLA.	LAL	WA	MUtual 4-1091		MUtual 6-3129	9	200	C	C	TPA	G .75	1.50
		RD			MUtual 3-5875						.75	1.50
LAKEVIEW, ORE.	LKV	WC			WH-7-2211	3	150	C	C	PDX	No Service Available	
LAKE PLACID, N. Y.	SLK	EA				19	200	C	C	MAL	No Service Available	
LAMAR, COLO.	LAA	CN			167	3	200			DEN		
LANCASTER, CAL.	WJF	PC			WHitehall 8-4611	19,54	200	LAX				
LANCASTER, PA.	LNS	AL		EXpress 7-8105	LOwell 9-0461	3,19	200	C			G .55	1.35
		EA			LOwell 9-0446	19	200				.55	1.35
LAND O'LAKES, WISC.	LNL					Served through Rhindelander, Wisc.						
LANDER, WYO.	RIW					See Riverton, Wyo.						
LANSING, MICH.	LAN	CA	IVanhoe 2-1109		IVanhoe 5-2744	3,4,22	250	A	A	YIP	G .55	1.35
		NO			IVanhoe 4-7467	3	200	A	A	YIP	.55	1.35
LARAMIE, WYO.	LAR	FL			FRanklin 5-5656	3	200	C	C	DEN	No Service Available	
LAREDO, TEX.	LRD	TT		RAndolph 3-3618	3-3645	3	150	A	A	AC	.40	1.25
LAS VEGAS, NEV.	LAS	BL		DUdley 2-2132	DUdley 2-8811	54	200	C	C	LAX	G .75	1.45
		PC			DUdley 2-2622	19,54	200	C	C	LAX	.75	1.45
		TW			DUdley 2-7306	8,7,55	400	C	C	LAX	.75	1.45
		UA			DUdley 2-0505	6,10,50	200	C	C	LAX	.75	1.45
		WA			DUdley 2-2100	6,52	200	C	C	LAX	.75	1.45
LAUREL, MISS.	LUL	SO	6212		426 3440	3	100				.60	1.20
LAWRENCE, MASS.	LWM	NE	4161		MUrdock 3-3141	3	200	A	C	LWM	.35	.75
LAWTON, OKLA.	LAW	CO			ELgin 3-4512	3	200	C	A	DAL	No Service Available	
		CN			ELgin 3-8600	3	200	C		DAL	No Service Available	
LEMMON, S. D.		FL			50	3	200			GTF	.50	.75
LETHBRIDGE, ALTA.	YQL	TC			FA-7-2711	3	300	C	C	C	.35	.75
LEWISTON, IDA.	LWS	WC	SH 3-3061		SHerwood 3-1545	3	150	A	C	GEG	No Service Available	
LEWISTON, ME.	LEW	NE	4-4423		ST 3-2031	3	200	C	C	PWM	.50	1.00
LEWISTOWN, MONT.	LWT	FL	KE 8-3615		KEystone 8-9621	3	200	C	C	GTF	No Service Available	
LEXINGTON, KY.	LEX	DL	2-1314		4-5569	9,3	250	C	C	CVG	G .65	1.60
		EA			4-5795	19	200	C	C	CVG	.65	1.60
		PI			51920	3	100	C	C	CVG	G .65	1.60
LIBERAL, KAN.	LBL	CN			MAin 4-5671	3	200		A		No Service Available	
LIMA, OHIO	LIA	LC		CAtherine 6-2051	CApital 5-0075	3	150					
LINCOLN, NEB.	LNK	FL			HEmlock 2-5391	3,9	200	A	C	OMA	.50	1.25
		UA			HEmlock 5-4371	6,10	300	A	C	OMA	.55	1.25
LITTLE ROCK, ARK.	LIT	AA	FRanklin 2-6116		FRanklin 4-9333	5,10,52	250	A	A	MEM	G .45	1.10
		BN			FRanklin 2-0207	9	200	A	A	MEM	.45	1.10
		CN			FRanklin 4-6418	3	200	A	A	MEM	.45	1.10
		DL			FRanklin 4-2040	9	300	C	C	MEM	.45	1.10
		TT			FRanklin 4-6312	3	150	C	C	MEM	.45	1.10
LOGAN, UTAH.	LGU	WC	LOgan 1-3396		SKyline 2-5301	3	150	C	A	GTF	No Service Available	
LOGANSPORT, IND.	OKK	LC				See Kokomo, Ind.	150					
LONDON, KY.	LOZ	PI			VO 4-2250	3	100			SDF	.35	.75
LONDON, ONT.	YXU	TC			2-3491	22	400	C	C	C	.50	1.00
LONG BEACH, CALIF.	LGB	LX	GArfield 4-8621			20	200	C	A	LAX		
		UA			HArrison 1-8214	9	200	A	A	LAX	.80	1.65
		WA			HArrison 1-8271	6	200	A	A	LAX	.80	1.65
LONGVIEW, TEX.	GGG	TT	PLaza 5-3521		MIchigan 3-2441	3	150	A	C	DAL	.50	1.35
LOS ANGELES, CALIF.	LAX	AA	SPring 6-0140		MAdison 6-0201	5,15,10,50,500,53A	10000	A	A	C	G .90	1.65
		BL			SPring 6-2040	54	200	A	A	C	.90	1.65
		CO			SPring 6-2670	10,22,50	200	A	A	C	.90	1.65
		CMA			MAdison 6-8484	5		A	A	C		
		SK			ORegon 4-4300	10	1000	A	A	C	.75	1.55
		LX				20	200	A	A	C		
		PAA			MAdison 4-0192	50,15,53,2	5500	A	A	AC	.75	1.55
		PC			SPring 6-0440	3,19,54	200	A	A	C	.90	1.65
		SAS				5,6,10,9	1320					
		TW			MIchigan 9461	8,7,23,50,55	7500	A	A	C	.90	1.65
		UA			SPring 6-2000	9,5,6,10,15,53,50C	6000	A	A	C	.90	1.65
		WA			SPring 6-2508	6,52,50	200	A	A	C	.90	1.65
(Lockheed Air Terminal)	BUR	AA			MAdison 9201	5,15,10	6000	A	A	C	G .90	1.65
		FTL			STanley 7-3411	23	10000	A	A	C	.85	1.55
		LX				20	200	A	A	C		
		PC			SPring 6-0440	3,19,54	200	A	A	C	.90	1.65
		UA			STanley 7-3780	5	300	A	A	C	.90	1.65
		WA			THornwall 2-2101	6	200	A	A	C	.90	1.65
LOUISVILLE, KY.	SDF	AA	EMerson 8-5891-2		EMerson 8-1666	9,5,52	500	A	A	C	G .60	1.50
		AX									.60	1.50
		DL				5,9	300	A	A	C	.60	1.50
		EA			EMerson 8-1646	8,7,19,9	200	A	A	C	.60	1.50
		OZ			EMerson 8-9955	3,54	200	A	A	C	.60	1.50
(Continued on next page)		PI			EMerson 8-3312	3	100	A	A	C	G .60	1.50

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
LOUISVILLE, KY.	SDF											
(Concluded)		TW		JUniper 3-5327	8,19	400	A	A	C		.60	1.50
LOVELL, WYO.	POY				See Powell, Wyo.							
LUBBOCK, TEX.	LBB	BN	PO 3-2809	PO-5-7428	9,5,52	200	A	A	DAL		.80	1.35
		CO		PO-3-4646	3,22	200	A	A	DAL		.80	1.35
		CN		PO-3-9457	3	200	A	A	DAL		.80	1.35
LUFKIN, TEX.	LFK	TT	NE 4-3011	3-4521	3	150	C		BUJ		.50	1.00
LYNCHBURG, VA.	LYH	PI	VI 7-7783	VIctor 6-6575	3	100	C	C	RIC	G	.75	1.75
MACON, GA.	MCN	DL	SHerwood 3-3236	3-6731	9	250	C	C	ATL	G	.50	1.35
		EA		2-8701	19,9	200	C	C	ATL		.50	1.35
MADISON, WISC.	MSN	NO	ALpine 5-6741	CHerry 4-6201	3	100	A	A	MKE		.60	1.25
		NW		CHerry 9-4816	6,4,10	200	A	A	MKE		.60	1.25
		OZ		CHerry 9-6441	3,54	200	A	A	MKE		.60	1.25
MAGNOLIA, ARK.	AGO	TT	MA-81	711	3	150	C	C	DAL		No Service Available	
MANCHESTER, N. H.	MHT	NE	NAtional 5-8543	NAtional 3-7201	6	200	C	C	BOS		No Service Available	
MANDAN, N. D.	BIS				See Bismark, N. D.							
MANHATTAN, KAN.	MHK	CO	MA 8-3930	PRospect 8-2152	3	200	C	C	MKC		No Service Available	
MANITOWOC, WISC.	MTW	NO	3357	MUrray 4-5657	3	200	C	C			No Service Available	
MANKATO, MINN.	MKT	NO	5371	3708	3	200	C	C			No Service Available	
MANSFIELD, OHIO	MFD	LC	LAfayette 5-0361	LAfayette 4-7411	3	150						
MARFA, TEX.	MRF	TT	95	235	3	150	C		ELP		No Service Available	
MARIANNA, FLA.	MAI	NA	HUdson 2-2427	DRake 5-6350	9	100	C	C	PFN	G	.50	1.00
MARIETTA, OHIO	PKB				See Parkersburg, W. Va.							
MARINETTE, WISC.	MNM				See Menominee, Mich.							
MARION, ILL. ⊕	MNN	OZ	MY 3-2305	714	3,54	200	C				No Service Available	
MARION, IND.	MZZ	LC	2401	ORleans 4-6585	3	150	C					
MARION, OHIO	MNN	LC	2-0553	DUpont 2-2575	3	150						
MARQUETTE, MICH.	MQT	NO		GRanite 5-4194	3	200	C	C			No Service Available	
MARSHALL, TEX.	ASL	TT		4-4336	3	150	C		DAL		.50	1.00
MARTHA'S VINEYARD, MASS.	MVY	NE		Vineyard Haven 1400	3	200	C	C	EAB		No Service Available	
MARYSVILLE, CALIF.	MYV	PC		SHerwood 3-5487	3	200	C	C	SFO		No Service Available	
MASON CITY, IOWA	MCW	OZ	GA 3-2123	1095	3,54	200	A		MSP		.55	1.50
MASSENA, N. Y.	MSS	EA	ROckwell 9-2728	Rockwall 4-0505	19	200	C	C	A		No Service Available	
MATANE, P. Q.	YMQ	CBA			3	400						
MATTOON, ILL.	MTO	OZ	ADams 4-7940	ADams 4-7100	3,54	200	C				No Service Available	
MAYO, Y. T.	YMA	CP		CPA	3	200		C				
MCALESTER, OKLA.	MLC	CN		GArden 3-4758	3	200	C	C	DAL		No Service Available	
MCALLEN, TEX.	MMK	TT	MU 6-7811	MU-6-3707	3	150			BRO		.50	1.00
MCCOOK, NEB.	MCK	FL		96	3	200			OMA		No Service Available	
MCGRATH, ALASKA ⊕	MCG	AS			3,4	1000					.35	.50
MEDFORD, ORE.	MFR	PC	2-6433	SPring 2-6161	3,19	200	C	C	OTH		.55	1.60
		UA		SPring 3-6233	9	300	C	C	OTH		.55	1.60
		WC		SPring 2-7269	3	150	C	C	OTH		.55	1.60
MEDICINE HAT, ALTA	YXH	TC		JAckson 6-2605	3	200	C	C	C		.70	.75
MELBOURNE, FLA.	MLB	EA		765	19,9	200	A	C	PBI		.60	1.20
		NA		PArkway 3-6444	9	200	A	C	PBI		.60	1.20
MEMPHIS, TENN.	MEM	AA	WHitehall 8-2714	WHitehall 8-3374	5,5,10,15,52	8000	A	A	C	G	.55	1.35
		BN		WHitehall 6-8395	9	200	A	A	C		.55	1.35
		CA		WHitehall 8-0393	22,9	250	A	A	C		.55	1.35
		DL		WHitehall 8-2606	9,15,18,1A,32,55	6000	A	A	C		.55	1.35
		EA		WHitehall 2-2489	8,19,9	200	A	A	C		.55	1.35
		SO		WHitehall 8-1440	3	200	A	A	C		.55	1.35
		TT		WHitehall 6-2535	3	150	A	A	C		.55	1.35
MENOMINEE, MICH.	MNM	NO	UNion 3-3000	UNion 3-6677	3	200	C	C			No Service Available	
MERCED, CALIF.	MCE	UA		RAndolph 2-8011	9	200	C	C	SFO	G	.50	1.00
MERIDIAN, MISS.	MEI	DL	2-0242	2-3141	9	300	A	C	BHM		.35	.75
		SO		485 5165	3	200	A	C	BHM		.35	.75
MEXICO CITY, D. F.	MEX	AA		22-12-22	5,15,10	6000			A			
		BN		46-21-54	52	200						
		EA		22-77-70	10	200			A			
		PAA		46-46-60	2,50,53,4	5500		A	A			
		WA		46-90-40	6	200			A			
		CMA		12-21-96	3,4,5,24			A	A			
		AEROI		18-50-40	4,5,8,9,14A			A	A			
		LACSA		46-46-60	9							
MIAMI, FLA.	MIA	Avianca		NEwton 3-2491	4,8	660		A	A			
		BN	NEwton 5-0741	NEwton 4-1951	5,10,50	500	A	A	AC	G	.75	1.60
		BA		NEwton 4-4573	22	700	A	A	AC		.80	1.60
		CA			22	200					.75	1.60
		CU		TUxedo 7-4341	1,3,8,14A,22	200	A	A	AC		.80	1.60
		DL		NEwton 5-2661	5,10,1A,53,55	6000	A	A	AC		.75	1.60
		EA		NEwton 4-3571	19,7,23,53A,10,19, 52,9	4000	A	A	AC		.75 / .80	1.60
		Guest			8	200						
		KLM		FRanklin 3-8455	5	550	A	A	AC		.80	1.60
		LACSA		NEwton 3-2491	1,9		A	A	AC			
		NA		TUxedo 5-2581	9,5,6,10,52,7,23	6000	A	A	AC		.75	1.60
		NE		NEwton 4-6741	6,50,55	200	A	A	AC		.75	1.60
		NW			52,53B	200					.75	1.60
		PAA		FRanklin 3-7383	2,6,10,50,15,53	5500	A	A	AC		.80	1.60
		RD		TUxedo 7-3501	1,15	10000	A	A	AC		.75	1.60
		RN		88-6743		10000	A	A	AC		.80	1.60
		TW		NEwton 3-6511	7,50	400	A	A	AC		.75	1.60
		VE				10000	A	A	AC		.80	1.60
		AVENS			1,0		A	A	AC			
MIDLAND, TEX.	MAF	AA	MUtual 2-1751	MUtual 4-8281	5	250	C	C	ELP		.40	1.25
		CO		MUtual 2-1114	3,22	200	C	C	ELP		.40	1.25
MILES CITY, MONT.	MLS	FL	CEdar 2-3631	CEdar 2-1401	3	200	C	A	GTF		No Service Available	
MILWAUKEE, WISC.	MKE	AA	HUmboldt 1-4640	SHeridan 4-9855	9	250 (4,000 via MDW)	A	A	C	G	.60	1.65
		CA		SHeridan 4-3327	3,22	250	A	A	C		.60	1.65
		EA		HUmboldt 1-4600	7,10	200	A	A	C	G	.60	1.65
		FT		HUmboldt 3-5000	Served through MDW	10000	A	A	C		.60	1.65
		NO		HUmboldt 1-0500	3,9	200	A	A	C		.60	1.65
		NW		HUmboldt 3-0443	6,4,15,10,52	2000	A	A	C		.60	1.65
		OZ		HUmboldt 3-3210	3,54	200	A	A	C		.60	1.65
		UA		HUmboldt 1-3800	10,5	300	A	A	C		.60	1.65
				HUmboldt 1-3809								
MINNEAPOLIS, MINN.	MSP	BN	PArkway 2-3898	PArkway 4-8748	9,5,52	500	A	A	C	G	.55	1.30
		CA		PArkway 1-1831	22	150	A	A	C		.55	1.30
		EA		PArkway 1-5508	7,10,52	200	A	A	C	G	.55	1.30
		FT		PArkway 9-8321	1	6000	A	A	C		.55	1.30
		NO		PArkway 2-8281	3,9	200	A	A	C		.55	1.30
		NW		PArkway 1-3567, Ext. 204	53B,4,6,10,15,52	2000	A	A	C		.55	1.30
		OZ		PArkway 1-4456	3,54	200	A	A	C		.55	1.30
		WA		PArkway 1-3383	6,52	200	A	A	C		.55	1.30
MINOT, N. D.	MOT	FL	41-149	TEmple 8-0225	3	200			MSP		No Service Available	
		NO		TEmple 2-8212	3	200			MSP		No Service Available	
MISSION, TEX.	MMK		JU 5-1762		See McAllen, Tex.							
MISSOULA, MONT.	MSO	NW	LI 3-7421	2-2471	4,6	200	C	A	GTF		No Service Available	
MITCHELL, S. D.	MHE	NO		WYman 6-8283	3	200	C	C			.50	1.00
MOAB, UTAH	MOK	FL		AL-3-6401	3	200	C	C	DEN			
MOBILE, ALA.	MOB	CA	HEmlock 2-2741	GReenwood 9-6276	22	200	A	A	C	G	.55	1.60
		EA		GReenwood 9-1401	7,23,16,52	4000	A	A	C		.55	1.60
		NA		DIamond 2-3521	9	400	A	A	C		.55	1.60
		SO		DIamond 2-0733	3	100	A	A	C		.55	1.60

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum
MODESTO, CALIF.	MOD	UA		LAmbert 3-3211	9	200	A	A	SFO		.50	1.25
MOLINE, ILL.	MLI	OZ	2-3641	2-7591	3,54	200	A	C	PIA		.55	1.25
		UA		MOline 2-7701	6,10,5	400	A	C	PIA		.55	1.25
MONCTON, N. B.	YQM	TC		EV-4-9151	13,22A	1000	C	C	C		.50	1.00
		MAR		4-9181								
MONROE, LA.	MLU	DL	FAirfax 2-2675	FA-3-5116	9	300	C	C	MSY		.60	1.20
		SO		FA-3-4601	3	200	C	C			.60	1.20
		TT					C	C			.60	1.20
MONT JOLI, P. Q.	YYY	QBA			3	400						
MONTE VISTA, COLO.	MVS		Monte Vista - 19		See Alamosa, Colo.							
MONTEREY, CALIF.	MRY	PC	AM 2-4803	FRontier 2-7571	3,19,54	200	A	C	SFO	G	.55	1.10
		UA		FRontier 5-3157	9	300	A	C	SFO		.55	1.10
MONTGOMERY, ALA.	MGM	DL	AMherst 2-3801	AM-4-7313	9	200	A	A	MSY	G	.40	.85
		EA		CHerry 7-7361	19,8,9	200	A	A	MSY		.40	.85
MONTPELIER, VT.	MPV	NE	CApitol 3-7101	CApitol 3-2395	3	200	C	C	BTV		No Service Available	
MONTREAL, QUE.	YUL	AF	University 1-7311	UNiversity 6-8344	7	200	A	C	AC		.35	.75
		AZ		VIctor 2-6661	10,53	200	A	A	AZ		.45	1.00
		CP		UNiversity 6-2901	14A	500	A	AC	AC		.45	1.00
		EA		MElrose 1-3870	19,52,7	200	C	C	A		No Service Available	
		KIM		UNiversity 1-3411	7,10,15,23	10000	A	C	AC		.35	.75
		NE		MElrose 1-8591	6,50,55	200	C	C	A		.50	1.25
		SN										
		TC		HUnter 9-5781	12,13,7,22,53C	1500	A	A	A		.45	1.00
MONTROSE, COLO.	MTJ	FL		CHerry 9-4236	3	200	C	A	DEN		No Service Available	
MOREHEAD CITY, N. C.	MRH	PI		PA-8-4734	3	100	C	C	C		.35	.75
MORGANTOWN, W. VA.	MGW	LC		LInden 2-3301	3	150						
MOSCOW, IDA.	PUW		2-1229		See Pullman, Wash.							
MOSES LAKE, WASH.	EPH				See Ephrata, Wash.							
MOULTRIE, GA.	MGR	SO	445	YU-5-4048	3	100	C				.75	1.50
MUNCIE, IND.	MIE	LC	ATlas 8-4446	ATlas 8-3629	3	150	C					
MUSKEGON, MICH.	MKG	CA	2-6639	3-1870	3,4	250	A	C	C	G	.50	1.25
MUSKOGEE, OKLA.	MKO	CN	MUrray 2-0191	MUrray 7-5494	3	200	C	A	MKC		No Service Available	
MYRTLE BEACH, S. C.	MYR	PI		HIllcrest 8-6559	3	100	C		CHS		.45	.85
NANTUCKET, MASS.	ACK	NE	702-W	1140	3	200	C	C	EWB		No Service Available	
NASHVILLE, TENN.	BNA	AA	ALpine 5-3523	CHapel 2-6336	5,9,10,15,52	4500	A	A	C	G	.55	1.10
		BN		ALpine 5-5323	10,9	500	A	A	C		.55	1.10
		EA		ALpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10
		OZ		CHapel 2-4363	3,54	200	A	A	C		.55	1.10
		SO		ALpine 4-0546	3	200	A	A	C		.55	1.10
		TW		ALpine 4-7726	7	250	A	A	C		.55	1.10
NATCHEZ, MISS.	HEZ	SO	8623	6963	3	100	C				.75	1.50
NELSON, B. C.	YCG	CP			9	200					.25	.60
NEW BEDFORD, MASS.	EWB	NE	WYman 6-8553	WYman 9-6441	3,6	200	A	C	C		.35	.75
NEW BERN, N. C.	EWN	NA	2711	MElrose 7-5151	6	200	C	C	IMN		.55	1.10
		PI		MElrose 7-3972	3	100	A	C	IMN		.55	1.10
NEW HAVEN, CONN.	HVN	AL	MAin 4-3151	HObart 7-1619	9,19	200	A	A	C		.55	1.25
		EA		HObart 7-6311	19	200	A	A	C		.55	1.25
NEW IBERIA, LA.	LFT		EM 4-7371		See Lafayette, La.							
NEW LONDON, CONN.	GON	AL	GIbson 2-5363	HIlltop 5-7405	19	200	C		C		.50	1.25
NEW ORLEANS, LA.	MSY	BN	KEnner 4-3077	LA-4-3411	9,5	200	C	A	AC		.55	1.25
		CA		KEnner 4-3500	22,8	200	C	A	AC		.55	1.25
		DL		KEnner 4-3658	9,1A,5,10,53,55	6000	C	A	AC		.55	1.25
		EA		739-3601	7,10,23,53A,52,9	4000	C	A	AC		.55	1.25
		NA		KEnner 4-3616	9,5,6,10,52	400	C	A	AC		.55	1.25
		PAA		JAckson 2-6391	2,50,53	5500	C	A	AC		.55	1.25
		SD		KEnner 7-0158	3	200	C	A	AC		.55	1.25
		TA		CAnal 8374	4	4500	C	A	AC		.55	1.25
		TT					C	A	AC		.55	1.25
		AVENSA			6		C	A	AC			
NEW PHILADELPHIA, OHIO	PHD	LC	DO 4-2985	4-2729	3	150						
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia)	LGA	AA	MUrrayhill 6-7900	HAvermeyer 4-7600	5,9,52	10000	A	A	AC	G	1.00	2.00
		CA		MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		EA		NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00
		NE		ILLinois 7-3000	3,6,22	200	A	A	AC		1.00	2.00
		NY		DEfender 5-6600, Ext 16	20,21	200	A	A	AC		1.00	2.00
		TW		OXford 5-4525	8,7,19	400	A	A	AC		1.00	2.00
		UA		ILLinois 8-4900	6	6000	A	A	AC		1.00	2.00
(Idlewild)	IDL	AA		HAvermeyer 4-7600	5,9,10,15,50,50c,52	6000	A	A	AC	G	1.00	2.00
		AET		OLympia 6-6160	7	550						
		AERONAVES		ST-6-7341	14A		A	A	AC			
		AF		OLympia 6-5800	7	200	A	A	AC		1.00	2.00
		AVIANCA		ST-6-7341	7	660	A	A	AC			
		AZ		JUdson 2-6500	10,53	440	A	A	AC		1.00	2.00
		BA		OLympia 6-5600	11,8	11100	A	A	AC			
		BN		OLympia 6-5243	50	6000	A	A	AC		1.00	2.00
		CA		HAvermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00
		Cubana			3,22,7	200						
		DL		OLympia 6-5822	8,10,53,55	200	A	A	AC		1.00	2.00
		EA		OLympia 6-7020	6,7,10,19,52,23,53A	4000	A	A	AC			
		LH		OLympia 6-5560	7		A	A	AC			
		LY		OLympia 6-5290	8	650	A	A	AC			
		KIM		WHitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75
		NA		OXford 7-8181	9,5,6,10,52,7,23	10,000	A	A	AC		1.00	2.00
		NE		OLympia 6-5398	6,50,55	200	A	A	AC		1.00	2.00
		NW		MUrrayhill 7-4680	6,10,15,52,53B	2000	A	A	AC		1.00	2.00
		NY		DEfender 5-6600	20,21	200	A	A	AC		1.00	2.00
		PAA		EX 2-5700	2,6,10,50,15,53	5500	A	A	AC		1.00	2.00
		RD		OLympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00
		SAB			14,9,5,15,10	440						
		SN		JUdson 6-1050	5,6,15	400	A	A	AC			
		SK		OLympia 7-8000	5,6,10	1000	A	A	AC			
		SR		PLaza 7-4433	2,6	6000	A	A	AC			
		TC		JUdson 6-3210	22A	500	A	A	AC		1.00	2.00
		TRC		OLympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00
		TW		OXford 5-4525	8,7,23,50,55	7500	A	A	AC		1.00	2.00
		UA		OLympia 6-5777	15,10,53,50c,5	6000	A	A	AC		1.00	2.00
(Newark)	EWR	AA		MArket 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00
		AL		MItchell 3-3888	3,19,9	200	A	A	AC		1.00	2.00
		BN		MArket 3-2041	10,15	6000	A	A	AC		1.00	2.00
		CA		MItchell 2-3002	22,8	200	A	A	AC		1.00	2.00
		DL		MArket 3-3543	1-A,10	6000	A	A	AC		1.00	2.00
		EA		MItchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00
		FTL		MArket 4-3700	23	10000	A	A	AC		1.00	2.00
		MO		MItchell 2-0335	9,3	200	A	A	AC		1.00	2.00
		NA		MArket 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00
		NW			6,10	200	A	A	AC		1.00	2.00
		NY		MItchell 2-8681	20,21	200	A	A	AC		1.00	2.00
		TW		MArket 3-5640	8,7,19	400	A	A	AC		1.00	2.00
		UA		MArket 2-2369	15,10,6,5	60000	A	A	AC		1.00	2.00

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
NEWPORT, VT.	EFK	NE	Seasonal.	1099.	3	200	C		C			
NEWPORT NEWS, VA.	PHF	CA.	5-1253.	WArwick 8-1141.	3,4	150	C	C	C	G	.55	1.35
		NA.		LYric 6-1571	5,6	200	C	C	C		.55	1.35
		PI.		LYric 6-2621.	3	100	C	C	C	G	.55	1.35
NIAGARA FALLS, N. Y.	IAG	AA.	HUtler 5-1243		Served through Buffalo N. Y.						.65	1.95
		CA.			Served through Buffalo N. Y.						.65	1.95
		MO.			Served through Buffalo N. Y.						.65	1.95
		AL.			Served through Buffalo N. Y.						.65	1.95
NOME, ALASKA ⊕	OME	ASA		MAin 199.	3,4	1000					.90	1.00
NORFOLK, NEB.	OFK	NO.		FRontier 1-5600	3	200					No Service Available	
NORFOLK, VA.	ORF	CA.	MAdison 5-4564.	LOwell 3-3101	3,4,22,8.	250	A	C	C	G	.55	1.25
		NA.		ULysses 3-4378.	5,6	400	A	C	C		.55	1.25
		PI.		ULysses 5-4761.	3	100	A	C	C	G	.55	1.25
		RD.		LOwell 5-4978	1	6000	A	C	C		.55	1.25
NORTH BAY, ONT.	YYB	TC.		3366.	22.	500	C	C	C		.50	1.00
NORTH BEND, ORE.	OTH	WC.		SKyline 9-1011.	3	150	A	A	C		No Service Available	
NORTH EAST CAPE, ALASKA ⊕	ORC	AS.			3	500						
NORTH HOLLYWOOD, CALIF. ⊕		LX.			20.	200			LAX			
NORTH PLATTE, NEB.	LBF	FL.	151	LE-2-3600	3,9	200	C		DEN		No Service Available	
NORWALK, CONN.		NY.	TEmple 8 4708		19.	200					No Service Available	
OAKLAND, CALIF.	OAK	WA.	TEmplebar 2-5030.	LOckhaven 8-3012	6	200	A	A	SFO		.80	1.70
		UA		LOckhaven 3-3134	9,6,10,5	400	A	A	SFO		.80	1.70
OCALA, FLA.	OCA	EA.	MA 2-4342	MA-2-3207	19.	200	A	C	TPA	G	.35	.75
ODESSA, TEX.	MAF	AA.	FE 2-5412	FE-7-3561	5	250	C	C	ELP		.40	1.25
		CO.		FEderal 7-2371.	9,3	200	C	C	ELP		.40	1.25
OGDENSBURG, N.Y.	OGS	MO.	24.	1226.	3	200	C	C	C		No Service Available	
OIL CITY, PA.	PKL	AL.		ID 2-3125	See Franklin, Pa.	200						
OKLAHOMA CITY, OKLA.	OKC	AA.	CEntral 2-9101.	MElrose 2-6378.	9,5,10.	600	A	A	DAL	G	.70	1.40
		BN.		MUtual 5-5113	9,5,52.	500	A	A	DAL		.70	1.40
		CO.		MUtual 5-7791	3,22.	200	A	A	DAL		.70	1.40
		CN.		MUtual 5-7744	3	200	A	A	DAL		.70	1.40
		TW.		MElrose 8-3377.	8	250	A	A	DAL		.70	1.40
OLYMPIA, WASH.	OLM	WC.	6-4721.	FLeetwood 6-6445.	3	150	C	A	C		No Service Available	
OMAHA, NEB.	OMA	BN.	ATlantic 6254	WEbster 0682.	9,5	500	A	A	C	G	.55	1.25
		FL.		34 6-8900	3,9	200	A	A	C		.55	1.25
		NO.		ATlantic 9876	3	200	A	A	C		.55	1.25
		OZ.		HArney 7957	3,54.	200	A	A	C		.55	1.25
		UA.		WEbster 2429.	5,6,10,50C.	400	A	A	C		.55	1.25
OMAK, WASH.	OMK	UC.		612	3	150	C	C	GEC		No Service Available	
ONTARIO, ORE.	ONO	WC.		TUcker 9-5632	3	150	C	C	GEG		No Service Available	
ONTARIO, CALIF.	ONT	BL.		Yukon 6-6724.	54.	200	C	C	LAX		.65	1.40
		WA.		YUkon 6-1119.	6	150	C		LAX		.65	1.40
ORANGE, CALIF. ⊕		LX.			20.	200			LAX			
ORLANDO, FLA.	ORL	DL.	GArdner 2-5192.	CHerry 1-4530	5,1A.	4000					.60	1.20
		EA.		4-4524.	9,19,7,8,6,10	200	A	A	TPA	G	.60	1.20
		NA.		GArden 2-0709	9,10,23,52.	5000	A	A	TPA		.60	1.20
		RD.		GArden 5-2696	1	6000	A	A	TPA		.60	1.20
OSHKOSH, WIS.	OSH	NO.	HEverly 5-9440	HEverly 5-3105.	3,9	200	C	C			.65	1.25
OSSINING, N. Y.		NY.	Medford 1-0096.		20.	200			LGA		No Service Available	
OTTAWA, ONT.	YOW	EA.	CEntral 2-7371.	TA 2-0475	7	200	C	C	AC			
		TC.		CEntral 2-9611.	22.	300	C	C	C		.50	1.00
OTTUMWA, IOWA.	OTM	OZ.	MUrray 2-1824	MUrray 2-1660	3,54.	200	A	A	PIA		.50	1.00
OWENSBORO, KY.	OWB	EA.	MUrray 3-1077	MUrray 3-1585	19.	200	C	C	SDF		No Service Available	
		OZ.		MUrray 4-2976	3,54.	200	C	C	SDF		No Service Available	
OXNARD, CALIF.	OXR	PC.		HUnter 3-4614	19,54	200	C	C	LAX		No Service Available	
PADUCAH, KY.	PUK	DL.	2-1676.	31732	9	200	C	C	EVV		.55	1.85
		OZ.		3-6238.	3,54.	200	A	C	EVV		.55	1.85
PAGE, ARIZ.	PGA	BL.		MIdway 5-2404	54.	200						
PALATKA, FLA.	PLK	RD.			1 (Demand Service)	6000					No Service Available	
PALMDALE, CALIF.	PMD	PC.			See Lancaster, Cal.	200			LAX			
PALM SPRINGS-INDIO, CALIF.	PSP	WA.		FAirview 5-2709	6	200	C	C	SAN		No Service Available	
		BL.		FAirview 5-5053	54.	200	C	C	SAN		No Service Available	
PANAMA CITY, FLA.	PFN	NA.	SU 5-4221	POplar 3-9087	9	200	A	C	C	G	.80	1.10
		SO.		SUnset 5-6166	3	100					.80	1.10
PARIS, TEX.	PRX	CN.	SUnset 4-3595	SUnset 4-8535	3	200	C	A	DAL		.55	1.25
PARKERSBURG, W. VA.	PKB	AL		HUdson 5-4541	3,19.	200	C	C	PIT		.60	1.60
		LO		HUdson 5-5542	3,9	150	C	C	PIT		.60	1.60
		FL.		GArfield 8-6787	3	100	C	C	PIT		.60	1.60
PASCO, WASH.	PSC	WC.	LI 7-4242	LIberty 7-5547.	3	150	C	C	GEG		.50	1.50
PASO ROBLES, CALIF.	PRB	PC.		1700.	19,54	200	C	C	LAX			
PATERSON, N. J.	PNJ	NY.	MUlberry 4-4710		20.	200			LGA		No Service Available	
PAYETTE, IDA.	PYO				See Ontario, Ore.							
PEARL RIVER, N. Y.	PJR											
PECOS, TEX.	PEQ	TT.		HI-5-2738	3	150	C	A	ELP		No Service Available	
PENDLETON, ORE.	PDT	UA.	CRestview 6-4651.	CRestview 6-7211.	9,5,6	400	C	A	GEG		.45	.95
		WC.		CRestview 6-2461.	3	150	C	A	GEG		.45	.95
PENSACOLA, FLA.	PNS	EA.	HEmlock 2-5166.	HEmlock 2-2314.	8,9	200	C	A	C	G	.50	.95
		NA.		HEmlock 2-5152.	9	400	C	A	C		.50	.95
PENTICTON, B. C.	YYF	CP.		2947.	9	200	C	C	C		.25	.60
PEORIA, ILL.	PIA	AA.	4-9236.	7-3555.	9	250	C	A	C		.50	1.45
		OZ.		7-3548.	3,54.	200	C	A	C		.50	1.45
PERU, IND.	OKK				See Kokomo, Ind.							
PHILADELPHIA, PA.	PHL	AA.	SAratoga 6-8090	SAratoga 7-7977	9,5,15,52,10,50	6000	A	A	C	G	.65	1.70
		AL.		SA 9-6650	3,19.	200	A	A	C		.65	1.70
		CA.		SAratoga 7-6009	3,4,22.	250	A	A	C		.65	1.70
		DL.		SAratoga 7-9912	10,1A,55.	6000	A	A	C		.65	1.70
		EA.		SAratoga 9-2115	10,7,19,8	200	A	A	C		.65	1.70
		FT.		SAratoga 6-7100	Served through NYC/EWR	10000	A	A	C		.65	1.70
		NA.		SAratoga 6-2235	5,6,23,52	4000	A	A	C		.65	1.70
		NE.		SAratoga 4-0310	6,22,55	200	A	A	C		.65	1.70
		PAA		LOcust 8-1360	50,53	1100	A	A	C		.60	1.55
		RD.		SAratoga 4-0332	1	6000	A	A	C		.65	1.70
		TW.		LOcust 8-3230	8,7,19,50,23.	4000	A	A	C		.65	1.70
		UA.		SAratoga 7-9234	5,15,10,53,50c.	6000	A	A	C		.65	1.70
PHILIPSBURG, PA.	PSB	AL.	DI 2-3510	DIckens 2-1670.	3,19.	200	C		PHL		.75	1.70
PHOENIX, ARIZ.	PHX	AA.	BRidge 5-0351	ALpine 8-6761	9,10,50c.	600	C	C	DUG	G	.55	1.40
		BL.		ALpine 8-8466	54.	200	C	C	DUG		.55	1.40
		FL.		BRidge 5-7521	3,9	200	C	C	DUG		.55	1.40
		TW.		BRidge 5-5487	8,7,55.	400	C	C	DUG		.55	1.40
		WA.		BRidge 5-6271	6,52.	200	C	C	DUG		.55	1.40
PIERRE, S. D.	PIR	NO.		CApital 4-5846.	3	200	C	C	OMA		No Service Available	
		WA.		CApitol 4-7372	6	200	C	C	OMA		No Service Available	

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
PINE BLUFF, ARK.	PBF	TT.	JE 4-0031	JE--8612	3	150	C		MEM		.50	1.00
PINEHURST, N. C.	SOP	PI.		Sou. Pines 2-8941	3	100	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTS	OZ.	ADams 1-1240	3600	3,54	200	C				No Service Available	
PITTSBURGH, PA.	PIT	AA.	SPalding 1-2442	SPaulding 1-2255	5	200	A	A	C	G	.80	1.55
		AL.		SPaulding 1-3514	3,19	200	A	A	C		.80	1.55
		CA.		SPaulding 1-1600	3,4,8,22	250	A	A	C		.80	1.55
		EA.		SPaulding 1-3100	9,7,19,52	200	A	A	C		.80	1.55
		LC		SPaulding 1-4938	3	150	A	A	C			
		NW.		SPaulding 1-1000	6	200	A	A	C		.80	1.55
		TW.		EXpress 1-3240	8,7,19,50,23	3000	A	A	C		.80	1.55
		UA.		FEderal 1-6137	10	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO.	Hillcrest 2-6921	2-8635	3	100	C	C	BDL		.55	1.30
		NE.		HI 7-9857	3	200	C	C	BDL		.55	1.30
PLAINVIEW, TEX.	PVW	CN.		CApitol 4-7829	3	200			DAL		.35	.75
PLATTSBURG, N. Y.	PLB	EA.	JOrdan 3-0610	1983	19	200	C	C	MAL		No Service Available	
POCATELLO, IDA.	PIH	WA.		CEdar 2-8756	6	200	C	C	GTF	G	.55	1.15
		WC.		CEdar 2-3584	3	150	C	C	GTF		.55	1.15
POMONA, CALIF.	JPO	LX.			20	200			LAX			
PONCA CITY, OKLA.	PNC	CN.	ROgers 5-7071	ROgers 2-1611	3	200	C	A	MKC		No Service Available	
PORT ANGELES, WASH.	CLM	WC.		GLencourt 7-3101	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YQT	TC.									.50	1.00
PORT ARTHUR, TEX.	BPT	DL.	2-4331	YU-2-4321	9	300	C	A	C		.55	1.50
		EA.		YU-3-3317	19,9	200	C	A	C		.55	1.50
		TT.									.55	1.50
PORTLAND, ME.	PWM	NE.	SPruce 4-5791	SPruce 4-3941	3,6,22	200	A	C	PWM		.50	1.00
PORTLAND, ORE.	PDX	AS.	CApitol 8-8411	ATlantic 8-5073	4,6	1000	A	A	C	G	.65	1.50
		FT.		ATlantic 1-1158	1	10000	A	A	C		.65	1.50
		NW.		ATlantic 8-5811	4,6,10,53B, 15	2000	A	A	C		.65	1.50
		PAA		CApitol 7-6675	50,53	1100	A	A	C		.65	1.25
		PC.		ATlantic 8-6101	19,54	200						
		PN.		ATlantic 8-5043	3,4,8		A	A	C		.65	1.50
		UA.		ATlantic 7-2411	9,6,10,5,53,50C,15	6000	A	A	C		.65	1.50
		WA.		ATlantic 7-5771	6,52,50	200	A	A	C		.65	1.50
		WC.		ATlantic 8-5551	3	150	A	A	C		.65	1.50
PORTSMOUTH, OHIO	PMH	LC.		BLackburn 9-6321	3	150						
POUGHKEEPSIE, N. Y.	POU	MO.	GRover 1-2800	GRover 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL.	SKyline 4-4151	SKyline 4-4222	3	200	C	C	GTF		No Service Available	
PRESCOTT, ARIZ.	PRC	BL.		252	54	200	C	C	DUG		.65	1.20
		FL.		HI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE.	6-811	PO 4-6931	3,6	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YXS	CP.		7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP.		3213		200	C		C			
PRINCETON, W. VA.	BLF	PI.		Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	AL.	DExter 1-0140	REgent 9-3100	9,19	200	A	A	C		.50	1.35
		EA.		REgent 7-9616	8,10	200	A	A	C		.50	1.35
		FT.		ELmhurst 1-8500	Served Through Boston, Mass.						.50	1.35
		NA.		REgent 9-1405	5	200	A	A	C		.50	1.35
		UA.		TEmple 1-6950	6,10	400	A	A	C		.50	1.50
PUEBLO, COLO.	PUB	CO.	LI 4-0037	WHitney 8-3316	3,22	200	C	A	DEN	G	.55	1.25
		FL.		WHitney 8-3323	3	200	C	A	DEN		.55	1.25
PULLMAN, WASH.	PUW	WC.	LOgan 8-5501	LOgan 7-3761	3	150	C	C	GEG		.50	1.50
QUEBEC CITY, QUE.	YOB	TC.			22	600	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	CP.		60	3	200	C	C				
QUINCY, ILL.	UIN	OZ.	BAldwin 2-0123	BAldwin 2-3442	3,54	200	C	C	STL		.75	1.75
RALEIGH, N. C.	RDU	CA.	VAnce 8-4421	TEmple 2-3876	3,22	150	C	A	C	G	.70	1.50
		EA.		TEmple 2-7380	8,19,7,9	200	A	A	C		.70	1.50
		PI.		VAnce 8-5721	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	FL.	FI 2-0150	FIllmore 3-6361	3	200	C	C	DEN		1.05	1.10
		NO.		FIllmore 3-5544	3	200	C	C	DEN		1.05	1.10
		WA.		FIllmore 2-7110	6	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	FL.		EAst 4-4571	3	200	C	C	DEN		No Service Available	
READING, PA.	RDG	AL.	FRanklin 4-1191	FRanklin 4-4308	3,19	200	A	C	PHL		.45	1.35
		EA.		FRanklin 5-8565	19	200	A	C	PHL		.45	1.35
		CA.		4-4947	3	150	A	C	PHL		.45	1.35
		TW.		FRanklin 6-7353	19	400	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC.		LAurence 7-1701	3	200	C	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC.		CHestnut 3-1211	3,54	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RDM	WC			(See Bend, Ore.)							
REGINA, SASK.	YQR	TC.		LAurence 2-5622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH	REH											
RENO, NEV.	RNO	BL.	FA 9-0466	FAirview 9-0001	54	200	C	C	SFO	G	.50	1.25
		UA.		FAirview 9-1020	9,5,10,6	400	C	C	SFO		.50	1.25
		WA.		FAirview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO.		FOrest 2-6316	3	200	C	C			No Service Available	
RICHLAND, WASH.	PSC				See Pasco, Wash.							
RICHMOND, IND.	RID	LC.	2-2421	4-1121	3	150						
RICHMOND, VA.	RIC	CA.	ELgin 8-2301	7-4605	22,4	150	A	A	C		.45	1.25
		EA.		FAirfield 4105	8,19	200	A	A	C		.45	1.25
		NA.		REpublic 7-4186	9,6	200	A	A	C		.45	1.25
		PI.		REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YHW	QBA			3	400						
RIVERSIDE, CALIF.	JRD	BL.		Overland 9-6221	54	200	C		LAX		No Service Available	
RIVERTON, WYO.	RIW	FL.		ULster 6-9226	3,9	200	C	C	DEN		No Service Available	
ROANOKE, VA.	ROA	AA.	DIamond 4-4962	EMpire 6-3455	9	500	A	A	RIC	G	.45	1.00
		EA.		6-0351	19	200	A	A	HIC		.45	1.00
		PI.		EMpire 6-0381	19	100	A	A	HIC		.45	1.00
ROCHESTER, MINN.	RST	BN.	ATlas 2-2706	ATlas 9-4591	9	200	C	A	C	G	.35	.85
		NW.		ATlas 2-1709	4,6	200	C	A	C		.35	.85
		OZ.		3333	3,54	200	C	A	C		.35	.85
ROCHESTER, N. Y.	ROC	AA.	LOcust 2-9400	FAirview 8-4040	5,9,10,52	500	A	C	AC	G	.55	1.25
		CA.		BEverly 5-8524	3,4,8,22	250	A	C	AC		.55	1.25
		FT.		BAker 5-1473	Served Through Buffalo N. Y.						.55	1.25
		MO.		FAirview 8-1550	9,3	200	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	OZ.	WOodlan 3-0471	5-0661	3,54	200					.75	1.75
		NO.		WOodland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE.	LYnc 4-4341	LY 4-4424	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL.		EMpire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	CA.	2-2128	2-2144	3	150	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA.	9628	2-1521	19	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA				See Utica, N. Y.							
ROSEBURG, ORE.	RBG	WC.	?? 3-4515	ORchard 3-3231	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO.	MAin 2-9160	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS BAY, LAB.	YRF	QBA			3	400						
ROUYN, QUE.	YUY	TC.			22	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WC.	HE 6-3491	ORchard 8-7402	3	150	A	A	GPT		No Service Available	
RUTHERFORD, N. J.	RSF	NY.	PRescott 7-2016		20	200			LGA		No Service Available	
RUTLAND, VT.	RUT	EA.	PRospect 3-6688	PRospect 3-6990	19	200	C	C	BTV		No Service Available	
SACRAMENTO, CALIF.	SAC	PC.	GIlbert 1-1235	GArden 8-7200	19,3,54	200	A	C	SFO	G	.60	1.35
		UA.		GArden 1-1000	9,5,10,6	400	A	C	SFO		.60	1.35
		WC.		GArden 1-2440	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL.	DA - 563	1004	3	200	C		DUG		No Service Available	
SAGINAW, MICH.	MBS	CA.	PLeasant 2-3175	OXbow 5-6371	3,22,4	250	C	C	C		.70	1.45

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SAGUENAY, QUE.	YBG	TC			22	250					No Service Available	
SAINT JOHN, N. B.	YSJ	TC		3-1231	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N'FLD.	YYT	TC		2370	13,22	1000	C	C	C		.50	1.00
		MAR			3,1,4	500	A	A	A			
ST. JOSEPH, MICH.					See Benton Harbor							
ST. JOSEPH, MO.	STJ	FL	ADams 4-1677	ADams 4-7919	3,9	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA	PErshing 1-2266	PArkview 5-5510	9,5,10,15,52,50C	7000	A	A	C	G	.75	1.65
		BN		PErshing 1-2243	9,22	200	A	A	C		.75	1.65
		CN		PErshing 1-2231	3	200	A	A	C		.75	1.65
		DL		PErshing 1-2194	9,5,10,14,55	6000	A	A	C		.75	1.65
		EA		PErshing 1-0510	9,19,10,52	200	A	A	C		.75	1.65
		OZ		PErshing 1-0990-J	3,54	200	A	A	C		.75	1.65
		TW		GEneva 6-4800	8,7,19,50,23	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP		CApital 2-7751		See Minneapolis, Minn.							
ST. PETERSBURG, FLA.	PIE	EA	STP 7-4346	HEmlock 5-2121	7,9,52,8,10,19	200	A	C	AC	G	.75	1.50
		DL		HEmlock 6-7754	5	300	C	C	AC	G	.75	1.50
		NA		HEmlock 5-2161	9,72	200	A	C	AC		.75	1.50
		NE		TAmpa 7-8492	Served Through Tampa	200	A	C	AC			
		NW			52	200						
		RD		REdwood 6-1351	1	6000	A	C	AC		.75	1.50
		TC		5-7611	Served Through Tampa							
		TW			Served Through Tampa							
SALEM, ORE.	SLE	UA	EM 3-4464	EMpire 2-2441	9	300	C	A	PDX	G	.50	1.00
		WC		JUstice 1-2448	3	150	C	A	PDX		.50	1.00
SALINA, KAN.	SLN	CO	TA 7-0109	TAylor 7-5553	3	200	C	A	MKC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	HA 4-5476	HArrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	PI 9-4411	PI 9-3158	3	200	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL	ELgin 5-1771	DAvis 8-8656	54	200	A	C	DEN	G	.40	1.10
		FL		EMpire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA		DAvis 8-8044	9,5,6,10,15,50c	6000	A	C	DEN		.40	1.10
		WA		DAvis 2-0186	6,52	200	A	C	DEN		.40	1.10
		WC		DAvis 8-0576	3	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SJT	CO	6511 & 2-1696	7196	3,22	200	C	C	SAT		.50	1.10
		TT		8193	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TA 2-3891	TAylor 4-1401	5,15,10	6000	A	A	C	G	.55	1.10
		BN		TAylor 2-3351	52,9,50	500	A	A	C		.55	1.10
		CMA		CA-5-6303	4,5		A	A	C			
		CO		TAylor 6-8591	10,5,6	400	A	A	C		.55	1.10
		EA		TAylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT		TAylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	EX 9-1881	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	SBD	LX	TUxedo 444-131		20	200	C		LAX			
	ONT	WA		YUkon 6-1119	6	200	C		LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	AA	BE 3-7238	CYpress 6-6128	5,10,50c	600	C	A	AC	G	.65	1.50
						(10,000	Via LAX)					
		BL		CYpress 6-6144	54	200	C	A	AC		.65	1.50
		FT		CYpress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA		BElmont 4-7171	9,5,6,10,50c	400	C	A	AC		.65	1.50
		WA		CYpress 8-8861	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YZP	CP			3	200						
SAN FRANCISCO, CALIF.	SFO	AA	EXbrook 2-3100	YUkon 2-4620	5,15,50,10	6000	A	A	AC	G	.80	1.70
		FT		PLaza 5-9405	1,15,23	10000	A	A	AC		.80	1.70
		JL		JUno 3-3612	6	600	A	A	AC			
		PAA		EX-7-1414	15,50,53	5500	A	A	AC		.80	1.70
		PC		PLaza 5-9200	3,19,54	200	A	A	AC		.80	1.70
		TW		YUkon 2-5800	8,7,50,23,55	7500	A	A	AC		.80	1.70
		UA		JUno 8-2424, JUno 8-1443	9,15,6,10,53,50C,5	6000	A	A	AC		.80	1.70
		WA		PLaza 6-0677	6,52,50	200	A	A	AC		.80	1.70
		WC		PLaza 6-8555	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC	CYpress 2-0434	CYpress 5-5408	3,19,54	200	C	C	SFO		1.05	2.10
SAN JUAN, PUERTO RICO.	SJU	DL		9-0045	9	200		A	AC			
		AVIANCA			7							
		EA		9-0020	10,6,23,53A	4000	C	A	AC			
		PAA		3-8000	2,6,50,53,15	5500		A	AC		.60	1.35
		RD		9-0360	1,2	6000	C	A	AC			
		TRC		SAn Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LUIS OBISPO, CALIF.	PRB	PC		Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL	KI 2-1269	KImberly 5-1146	54	200	C	C	LAX		.65	1.50
	JSA	LX			20	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC		WOodland 8-5121	Airfreight Service Suspended			C	LAX		No Service Available	
		UA		WOodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SJC				See San Jose, Calif.							
SANTA CRUZ, CALIF.	WVI											
SANTA FE, N. M.	SAF	CO	3-6451	YUcca 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
SANTA MARIA, CALIF.	SMX	PC		WAlnut 5-8835	3,19,54	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX	EX 3-8287		20	200	C		LAX			
SANTA ROSA, CALIF.	STS	PC		LIberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARANAC LAKE, N. Y.	SLK	EA		2052	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA	RIngling 6-3565	ELgin 5-6447	9,52	200	A	C	TPA		.50	1.00
		RD			(Demand Service)						.50	1.00
SASKATOON, SASK.	YXE	TC		8224	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.	INR	CA	ME 2-8461	MElrose 2-3371	3,4	250	C	C	AC	G	.50	1.00
		NO		GYpsy 5-2215	3	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	TC		ALgomm 6-5666	22	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL	ADams 2-1125	ADams 3-0267	9	300	A	A	C	G	.75	1.50
		EA		ADams 3-6651	19	200	A	A	C		.75	1.50
		NA		ADams 6-8234	9,6	200	A	A	C		.75	1.50
SCOTTSBLUFF, NEB.	BFF	FL	59	MElrose 5-2067	3,9	200	C	C	DEN		.55	1.10
SCHEFFERVILLE, P. Q.	YKL	QBA			3	400						
SCRANTON, PA.	AVP		DI 7-2083		See Wilkes-Barre, Pa.							
SEATTLE, WASH. (Seattle Tacoma)	SEA	AS	CHerry 2-4241	CHerry 2-0600	4,6	1000	C	C	AC	G	.60	1.65
		NW		CHerry 4500	6,10,15,4,52,53B	2000	C	C	AC		.60	1.65
		PAA		MA-4-2121	6,50,53	1100	C	C	AC		.60	1.65
		PN		CHerry 3-1079	4,8,16		C	C	AC		.60	1.65
		TC		CHerry 2211	3	300	C	C	AC		.60	1.65
		UA		CHerry 4-4000	9,6,10,5,53,50C,15	6000	C	C	AC		.60	1.65
		WA		CHerry 3-5800	6,52,50	200	C	C	AC		.60	1.65
SEATTLE, WASH. (Boeing Field)	BFI	FT		PArkway 3-5916	1	10000	C	C	AC		.60	1.65
		WC		PArkway 5-5500	3	150	C	C	AC		.60	1.65
SELMA, ALA.	SES	DL	JR 4-8101	4-7581	3	200	C	C	ATL			
		SO		TRinity 4-7581	3	100	C	C	ATL		.45	.90
SEVEN ISLANDS, QUE.	YZV	TC			22	600	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA	EV 3-6414	EVergreen 3-5521	19,9	200	C	A	BHM		.35	.75
		SO		EVergreen 3-4581	3	200	C	A	BHM		.35	.75
SHELBYVILLE, TENN.	THA	SO			See Tullahoma, Tenn.							
SHERIDAN, WYO.	SHR	WA	OR 4-4571	ORchard 4-2424	6	200	C	C	GTF		.50	1.00

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
SHERMAN, TEX.	SWI	CN.	TW 2-6943	Twinbrook 2-4328	3	200	C	C	DAL		No Service Available	
SHREVEPORT, LA.	SHV	BN.	3-4371	ME 1-7451	9,5	200	C	A	DAL		.65	1.35
		DL.		6-1831	9,8,19	3000	C	A	DAL		.65	1.35
		TT.		6-4571	3	150	C	A	DAL		.65	1.35
SIDNEY, MONT.	SDY	FL.		838	3	200	C	A	GTF		No Service Available	
SIDNEY, NEB.	SNY	FL.		3542	3	200			DEN			
SILVER CITY, N. M.	SVC	FL.		53 8-3021	3	200	C	A	DUG		No Service Available	
SIOUX CITY, IOWA	SUX	BN.	5-7651	8-5553	9	200	A	C	OMA		.45	.95
		NO.		8-0591	3	200	A	C	OMA		.45	.95
		OZ.		5-6308	3,54	200	A	C	OMA		.45	.95
SIOUX FALLS, S. D.	FSD	BN.	4-4067	4-6051	9	200	C	C	MSP	G	.55	1.10
		NO.		EDison 4-9943	3	200	C	C	MSP		.55	1.10
		WA.		EDison 4-4994	6	200	A	C	MSP		.55	1.10
SMITHERS, B. C.	YYD	CP.			1,3,6,9	200						
SOUTH BEND, IND.	SBN	FT.	ATlantic 9-2441	ATlantic 8-4441	Served Through Chicago					G	.55	1.20
		LC		CEntral 3-5181	3	150	A	A	CHI			
		NO.		CEntral 3-5131	3,9	200	A	A	CHI		.55	1.20
		TW.		CEntral 2-1414	19	250	A	A	CHI		.55	1.20
		UA.		CEntral 2-4811	6	400	A	A	CHI		.55	1.20
SOUTHERN PINES, N. C.	SOP	FT.	OX 5-3001	2-8941	3	100	C	C	HOU		1.00	1.00
SPARTAMBURG, S. C.	SPA	DL.	7591	7131	9	200	A	A	ATL		.45	1.10
		EA.		3-6326	19	200	A	A	ATL		.45	1.10
		SO.		585 5532	3	100	A	A	ATL		.45	1.10
SPEARFISH, S. D.	SPF	NO.	46	57	3	200	C	C			No Service Available	
SPOKANE, WASH.	GEG	NW.	MAine 4-1261	MAdison 4-3213	4,6,10,52	500	A	A	C	G	.60	1.60
		UA.		TEmple 8-8222	9,6	300	A	A	C		.60	1.75
		WC.		RI-7-7114	3	150	A	A	C		.60	1.75
SPRINGFIELD, ILL.	SPI	AA.	SP 4-4821	8-3464	9	250	C	A	C	G	.40	1.10
		OZ.		8-9677	3,54	200	C		C		.40	1.10
SPRINGFIELD, MASS.	HDL	AL		ST 8-0958	Served through Hartford					G	.65	1.25
(Bradley Field)		AA.	RE 6-0331	REpublic 7-3774	Served Through Hartford					G	.65	1.25
		EA.		REpublic 2-6275	Served Through Hartford						.65	1.25
		FT.		REpublic 4-5675	Served Through Hartford						.65	1.25
		NE.		NAtional 3-4418	Served Through Hartford						.65	1.25
		TW.									.65	1.25
SPRINGFIELD, MASS. (Barnes Field)	BAF	UA.	RE 6-0331	REpublic 9-3851	5,9,10,15	4000	A	C			.65	1.25
		MO.		REpublic 7-0107	3	200	A	C	C		.65	1.25
SPRINGFIELD, MO.	SGF	AA.	UN 2-5522	4-1871	9	250	A	C	MKC	G	.40	1.10
		DL.		4-7353	9	200	A	C	MKC		.40	1.10
		OZ.		4-6861	3,54	200	A	C	MKC		.40	1.10
SPRINGFIELD, OHIO	SGH	LC.	PA 3-3791	ENterprise 5-6408	See Dayton	150						
STAMFORD, CONN.	SCC	NY.	DAvis 3-1138	DAvis 3-8785	20	200			LGA		No Service Available	
STATE COLLEGE, PA.	PSB	AL.		DI 2-1670	See Philipsburg, Pa.	200						
STAUNTON, VA.	SHD	FT.		Weyers Cave 2761	3	100	C	C	DCA		.70	1.40
STEPHENVILLE, NFLD.	YJT	TC.		5132	13,22	1000	C	C	AC		.35	.75
		MAR		3-2144	3,1,4	500	A	A	A			
STERLING, COLO.	STK	FL.		LA-2-5445	3	200						
STEVENS POINT, WIS.	STE	NO.		DIamond 4-2233	3	200	C	C			No Service Available	
STILLWATER, OKLA.	SWO	CN.	FR 2-8668	FRontier 2-2647	3	200	C	C	DAL		No Service Available	
STOCKTON, CALIF.	SCK	PC.	HOward 6-8995	HOward 6-2361	3	200	C	C	SFO	G	.80	1.85
		UA.		HOward 6-9755	9	300	C	C	SFO		.80	1.85
STUART, FLA.	SUA	RD		933	1 (Demand Service)	6000					No Service Available	
STUTTGART, ARK.	SGT	TT.	WA 3-5231	WA-2-6200	3	150	C	C	MEM		No Service Available	
SUDBURY, ONT.	YSB	TC.		OSborne 4-4248	22	400	C	C	C		.50	1.00
SUN VALLEY, IDA.	SUN	WC.			See Hailey, Ida.	150			GEG			
SUPERIOR, WISC.	---		EX 4-4743		See Duluth							
SWIFT CURRENT, SASK.	YYN	TC.		2945	3	200	C	C	C		.70	.75
SYDNEY, N. S.	YQY	TC.		4546	13,22	1000	C	C	C		.50	1.00
SYRACUSE, N. Y.	SYR	AA.	GL 4-0311	GLenview 4-2423	9,5,10,52	500	C	C	C	G	.45	1.25
		EA.			7,19	200	C	C	C		.45	1.25
		MO.		54-3251	9,3	200	C	C	C		.45	1.25
TACOMA, WASH.	SEA	WA.	MA 7-3191	BRoadway 2-5188	6	200	C	C	AC		.65	1.75
		NW.			(See Seattle)							
TALLAHASSEE, FLA.	TLH	EA.	3-8240	3-3802	19,9	200	A	A	PFN	G	.50	1.50
		NA.		2-4410	9	200	A	A	PFN		.50	1.50
TAMPA, FLA.	TPA	CA.	2-8355								.75	1.50
		EA.		REdwood 6-2461	8,7,19,9,52,10	200	A	A	AC	G	.75	1.50
		DL.		REdwood 6-9447	10,53A	2000	A	A	AC		.75	1.50
		NA.		REdwood 6-9833	9,5,6,52,10	400	A	A	AC		.75	1.50
		NE.		REdwood 6-2987	6,55	200	A	A	AC		.75	1.50
		NW.			52,53B	200					.75	1.50
		RD.		REdwood 6-1351	1	6000	A	A	AC		.75	1.50
		TC.		ENterprise 5-7611	13,22	350	A	A	AC		.75	1.50
		TW.		REdwood 6-4108	7	250	A	A	AC		.75	1.50
		ASA		HEmlock 5-2151	1		A	A	AC			
TEMPLE, TEX.	TPL	CO.	PR 3-2016	PR-3-5222	3	200	C	C	SAT	G	.25	1.35
		TT.		PR-8-2777	3	150	A	C	SAT		.55	1.35
TERRACE, B. C.	YXT	CP.		152	3	200	C				.25	.60
TERRE HAUTE, IND.	HUF	LC	C-2396	L-6159	3	150	A	C	EVV			
		TW.		LIncoln 1234	19	150	A	C	EVV		No Service Available	
TETERBORO, N. J.	TEB	NY.			19	200			LGA		No Service Available	
TEXARKANA, ARK.	TXK	BN.	2-6012	2-6562	9	200	C	C	DAL		.50	1.10
		TT.		2-4517	3	150	C	C	DAL		.50	1.10
THIEF RIVER FALLS, MINN.	TVF	NO.		MUrdock 1-1223	3	200	C	A			No Service Available	
TIMMINS, ONT.	YTS	TC.		1440	22	200	C	C	C		.55	1.25
TOLEDO, OHIO	TOL	CA.	CH 1-3231	HOlland HU 7-2121	3	150	C	A	C	G	.50	1.60
		DL.		HOlland 7-2369	9	300	C	A	C		.50	1.60
		EA.		HOlland 7-2311	9,7,10	200	C	A	C		.50	1.60
		FT.		CHerry 4-4276	Served Through Detroit Mich.						.45	1.35
		LC		UNiversity 5-2358	3,9	150	C	A	C			
		UA.		UNiversity 5-5261	5,6	400	C	A	C		.50	1.60
TOPEKA, KAN.	TOP	CO.	FLanders 7-4451	CEntral	3	200	A	A	MKC	G	.55	1.25
		CN.		CEntral 3-9671	3	200	A	A	MKC	G	.55	1.25
TORONTO, ONT.	YYZ	AA.		EMpire 8-4365	9,5,52,50C	600	A	A	AC		.55	1.25
		CP.		BUtler 6-3601	14A	500	A	AC	AC		.45	1.10
		TC.		EMpire 6-9471	12,13,7,22,53C	500	A	A	A		.45	1.50
TRAIL, B. C.				1388	9 See Castlegar	200	C	C	C		.75	.75
TRAVERSE CITY, MICH.	TVC	CA.	WI 6-6825	WIndsor 7-5955	3,4	150	A	A	MKG		No Service Available	
TRENTON, N. J.	TTN	AL.	OW 5-6201	TUxedo 2-4100	3	200	C	A	PHL		.55	1.10
TUCSON, ARIZ.	TUS	AA.	MA 3-3677	MAin 3-4911	5,10,50c	250	A	A	DUG	G	.78	1.50
		FL.		AXtel 4-2677	3,9	200	A	A	DUG		.78	1.50
		TW.		MAin 3-5438	8	250	A	A	DUG		.78	1.50
TULLAHOMA, TENN.	THA	SO.		GLendale 5-5945	3	100					No Service Available	
TULSA, OKLA.	TUL	AA.	LUther 5-8201	TEmple 8-3361	9,5,10,52	600	A	A	MKC	G	.50	1.25
		BN.		TEmple 5-1561	9,5	500	A	A	MKC		.50	1.25
		CO.		TEmple 5-7677	3,5,22	200	A	A	MKC		.50	1.25
		CN.		TEmple 5-9521	3	200	A	A	MKC		.50	1.25
		TW.		TEmple 5-8431	8	250	A	A	MKC		.50	1.25
TUPELO, MISS.	TUP	SO.	VI 2-2371	VInewood 2-8700	3	100	C				.60	1.20
TUSCALOOSA, ALA.	TCL	SO.	PLaza 8-3693	PL-2-3541	3	100		A			.50	1.00
TUSCUMBIA, ALA.	MSL				See Sheffield, Ala.							
TWIN FALLS, IDA.	TWF	WC.	RE 3-3513	REdwood 3-6721	3	150	C	C	GEG		.50	1.00
TYLER, TEX.	TYR	TT.	LY 2-4511	4-9379	3	150	C	A	DAL	G	.60	1.35
UKIAH, CALIF.	UKI	PC.		HOmestead 2-3742	3	200		C			No Service Available	
UNALAKEET, ALAS.	---	AS.									No Service Available	
UNIVERSITY, OXFORD, MISS.	UOX	SO.		2498	3	100					No Service Available	

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery: Per 100 Lb.	Pick Up and Delivery: Minimum
URBANA, ILL.	CML	. .			See Champaign, Ill.							
UTICA, N. Y.	UCA	MO.	4-3141	6-9375	9,3	200	C	C	C	G	.75	1.10
VAL D'OR, QUE.	YVO	TC.			22	350	C	C	C		.50	1.00
VALDOSTA, GA.	VLD	SO.	CHerry 2-5558	CHerry 2-8945	3	100	C	C	JAX		.60	1.35
VANCOUVER, B. C.	YVR	TC.	TA 2241	TAtlow 6301	12,13,3,7,22,53C	500	C	C	C		.35	1.00
		UA.		CRestwood 8-2177	6,5	400	C	C	C		.45	.85
		CP.		MUtual 3-9211	3,6,9,14A	500	C	AC	C		.70	1.90
VENTURA, CALIF.	OXR	. .	MIller 3-3172		See Oxnard, Calif.							
VERNAL, UTAH	VEL	FL.		973	3	200	C	A	DEN		No Service Available	
VERO BEACH, FLA.	VRB	EA.	2324	JOrdan 7-3456	19	200	A	A	FBI		.35	.75
VICKSBURG, MISS.	VKS	SO.	170	636 1047	3	100	C				.75	1.50
VICTORIA, B. C.	YYJ	TC.		2-5147	3	300	C	C	C		.35	.75
VICTORIA, TEX.	AOE	TT.	HI 3-2361	HI-5-2341	3	150	C		SAT		.50	1.70
VIRGINIA BEACH, VA.	ORF	PI.		UL-5-4761	3					G		
VISALIA, CALIF.	VIS	UA.		REdwood 4-9293	9	200	C	C	LAX		No Service Available	
WACO, TEX.	ACT	BN.	PL 4-0162	PLymouth 4-4618	9	200	C	A	DAL	G	.55	1.25
		CO.		PLymouth 4-4618	3	200	C		DAL		.55	1.25
WALLA WALLA, WASH.	AlW	UA.	JA 5-7602	JAckson 5-5860	9	200	A		GEG		.75	1.35
		WC.		JAckson 9-0780	3	150	A	A	GEG		.75	1.35
WARREN, OHIO	YNG	LC.		KEystone 3-6801	See Youngstown, Ohio							
WASHINGTON, D. C.	DCA	AA.	NAtional 8-1200	EXecutive 3-6460	9,5,15,10,50,52	6000	A	A	AC	G	.65	1.50
		AL.		ST 3-4500	3,19,9	200	A	A	AC		.65	1.50
		BN.		STerling 3-6280	10	500	A	A	AC		.65	1.50
		CA.		STerling 3-3000	3,4,8,22	250	A	A	AC		.65	1.50
		DL.		DIstrict 7-9640	9,10,8	300	A	A	AC		.65	1.50
		EA.		REpublic 7-6880	10,8,6,7,19,52	200	A	A	AC		.65	1.50
		LC.		ST 3-7521	3,9	150	A	A	AC		.65	1.50
		NA.		DIstrict 7-8905	9,5,6,10,52	400	A	A	AC		.65	1.50
		NE.		STerling 3-3931	6,22	200	A	A	AC		.65	1.50
		NW.		STerling 3-9014	10,6,52	200	A	A	AC		.65	1.50
		PAA		REpublic 7-5700	50,53	1100	A	A			.65	1.50
		PI.		DIstrict 7-1800	3	100	A	A	AC	G	.65	1.50
		RD.		Served Through Baltimore, Md.							.65	1.50
		TW.		STerling 3-4221	8,7,19	400	A	A	AC		.65	1.50
		UA.		STerling 3-0895	5,6,10	400	A	A	AC		.65	1.50
WATERLOO, IOWA.	ALO	BN.	ADams 3-5279	ADams 4-6835	9	500	C	C	PIA		.55	1.35
		OZ.		ADams 2-0042	3,54	200	C	C	PIA		.55	1.35
WATERTOWN, N. Y.	ART	EA.	1598	TEnnyson 6-3311	19	200	C	C	A	G	.45	.85
		MO.		TEnnyson 6-2020	9,3	200	C	C	A		.45	.85
WATERTOWN, S. D.	ATY	NO.		TUrner 6-5729	3	200	A	C	MSP		No Service Available	
WATERVILLE, ME.	WVL	NE.	TR 2-7722	TRinity 2-2133	3	200	C	C	BGR		.35	.75
WATSON LAKE, Y. T.	YQH	CP.			1,3,6,9	200						
WAUSAU, WISC.	AUW	NO.	4878	VIking 5-1195	3,9	200	C	C			No Service Available	
WAYCROSS, GA.	AYS	EA.		3400	19	200	C	A	JAX		No Service Available	
WAYNESBORO, VA.	SHD	PI.		Weyer Care 2761	3	100	C	C	DCA		.70	1.40
WENATCHEE, WASH.	EAT	WC.	NO 2-2903	TUrner 4-5053	3	150	C	A	SEA		No Service Available	
WEST HELENA, ARK.	HEE	. .			See Helena, Ark.							
WEST PALM BEACH, FLA.	PBI	DL.	TEmple 2-3717	JU-5-0621	10	200	A	A	AC		.40	1.35
		EA.		OVerland 3-0036	7,6,9,52,10	200	A	A	AC	G	.40	1.35
		NA.		OVerland 3-1255	9,52	200	A	A	AC		.40	1.35
		RD.		TEmple 3-2548	1,15	6000	A	A	AC		.40	1.35
WESTFIELD, MASS.	BAF	. .	RE 6-0331		See Springfield, Mass.							
WHEELING, W. VA.	HLG	AL.	CE 2-4512	CR 7-3160	3,19	200	C	C	PIT	G	.50	1.10
		CA.		WOodsdale 3308	3	150	C	C	PIT		.50	1.10
		LC.		CRestview 7-1717	3	150	C	C	PIT		.50	1.10
		TW.		CRestview 7-1500	19	250	C	C	PIT		.50	1.10
WHITEHORSE, Y. T.	YXY	PAA		2191	6	550		A	C			
		CP.		2211	3,6,9	500	C	C	C			
WHITE PLAINS, N. Y.	HPN	MO.	9-4024	8-5555		200	C		LGA		.60	1.20
		NY.			20	200	C		LGA		.60	1.20
		PA.		ST-6-7341	See New York							
WHITE RIVER JCT., VT.	LEB	NE.		LEb 1040	3,6	200	C	C	BTV		No Service Available	
WICHITA, KAN.	ICT	BN.	AMherst 7-4331	WH-3-3284	9,1,5,52	2000	A	A	MKC		.60	1.20
		CO.		WH-3-4241	22,5	200	A	A	MKC		.60	1.20
		CN.		WHitehall 3-3275	3	200	A	A	MKC		.60	1.20
		TW.		AMherst 5-9613	8,7	400	A	A	MKC		.60	1.20
WICHITA FALLS, TEX.	SPS	BN.	3-5152 & 3-5869	322-4520	9	200	A	A	DAL		.75	1.50
		CO.		32-2-3161	3	200	A	A	DAL		.75	1.50
WILKES-BARRE, PA.	AVP	AA.	Va 3-4161	OLympic 4-6708	9	250	C	C	PHL		.65	1.50
		AL.		GL 7-9160	3,19	200	C	C	PHL		.65	1.50
		EA.		OLympic 4-4649	19	200	C	C	PHL		.65	1.50
		TW.		OLympic 5-1171	8	250	C	C	PHL		.65	1.50
WILLIAMS LAKE, B. C.	YWL	CP.			1,3,6,9	200						
WILLIAMSPORT, PA.	IPT	AL.	3104	WI 8-2416	3,19	150	A	C	PIT		.60	1.30
		CA.		8635	3	150	A	C	PIT		.60	1.30
		TW.		8-8683	8	250	A	C	PIT		.60	1.30
WILLISTON, N. D.	ISN	FL.		GReenfield 3-6019	3	200	A	A	GFK		No Service Available	
WILMINGTON, CALIF.	WGM	IX.			20	200			LAX			
WILMINGTON, DEL.	ILG	AL.	OLympia 6-8577	EAst 8-3190	3	200	A	A	C		.65	1.55
		EA.		EAst 8-5671	19	200	A	A	C		.65	1.55
WILMINGTON, N. C.	IMN	NA.	2-1831	ROger 3-6262	9	200	A	C	C	G	.55	1.50
		PI.		ROler 3-1606	3	100	A	C	C	G	.55	1.50
WINDSOR, ONT.	YQG	AA.		WOodward 5-1000	Served Through Detroit, Mich.						No Service Available	
		TC.		CLearwater 4-1111	22	300	C	C	C		.50	1.00
WINNIPEG, MAN.	YWG	CP.	WH 2-6437	WHitehall 3-8421	14A	500	C	AC	C		.35	.75
		TC.		93-9361	12,13,3,22,53C	1000	C	C	C		.35	.75
		NW.		67921	6	200	C	C	C		.35	.75
WINONA, MINN.	CNA	NO.	3942	8-2144	3	200	C	C			No Service Available	
WINSLOW, ARIZ.	INW	FL.		28 9-2811	3	200	C	C	DUG		No Service Available	
WINSTON-SALEM, N. C.	INT	CA.	PArk 4-3691	4-9382	3,22	150	A	A	C	G	.55	1.10
		EA.		PA-6071	19	200	A	A	C		.55	1.10
		PI.		FArk 5-0511	3	100	A	A	C	G	.55	1.10
WISCONSIN RAPIDS, WISC.	ITE	. .	71		See Stevens Point, Wisc.							
WOLF POINT, MONT.	OLF	FL.		666	3	200	C	A	GTF		No Service Available	
WORCESTER, MASS.	ORH	MO.	PL 5-6161	PLeasant 7-6367	9,3	200	A	C	C	G	.45	1.45
		NE.		SWift 9-4431	3,6	200	A	C	C		.45	1.45
WORLAND, WYO.	WRL	FL.	FI 7-2392	FIrside 7-2142	3	200	C	C	GTF		No Service Available	
WORTHINGTON, MINN.	OTG	NO.		3-6655	3	200	C	C			No Service Available	
YAKIMA, WASH.	YKM	NW.	GL 7-5157	GLencourt 3-9934	4,6	200	A	A	SEA	G	.75	1.50
		WC.		CHestnut 8-3100	3	150	A	A	SEA		.75	1.50
YAKUTAT, ALASKA	YAK	PN.		4	16	200					.60	1.00
YANKTON, S. D.	YKN	NO.		NOrth 5-7109	3	200	C	C			No Service Available	
YARMOUTH, N. S.	YQI	TC.		1287	22	300	C	C	C		.50	1.00
YORKTON, SASK.	YQV	TC.		34611	3	200	C	C	C		.35	.75
YOUNGSTOWN, OHIO	YNG	CA.	RI 3-5121	LIberty 5-9413	3,4	250	A	C	CAK	G	.50	1.60
		LC.		LIberty 5-2511	3	150	A	C	CAK			
		UA.		LIberty 5-9744	6,5	400	A	C	CAK		.50	1.60
YUBA CITY, CALIF.	MYV	. .			See Marysville, Calif.							
YUMA, ARIZ.	YUM	RL.	GU 3-3831	SUnset 2-1871	54	200	A	C	SAN		.45	.85
ZANESVILLE, OHIO	ZZV	LC.	GL 2-5459	GLadstone 2-7561	3	150	C					

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
FLOWERS	Asheville, Elizabeth City and Rocky Mount, N. C., via any gateway; also Charlotte, Raleigh/Durham, Winston-Salem, N. C., via Knoxville only	Capital	
LIVE ANIMALS	Through Chicago	Ozark	
LIVE ANIMALS	Between Eureka/Arcata and points south	Pacific	Not accepted on Martin or F-27 Equipment.
MEAT, MEAT PRODUCTS	Off-line points within Mexico	American	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services: Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck: Joint Tariffs	Air/Truck: Separate Tariffs	Note 3: CAF/BAF/RAF/RC/PAF	Equipment: Combination Aircraft	All Cargo Aircraft	Speedpak	Protective Services: Attendants Note 1: Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	Special Services: "PRI" or "HOLD" Baggage	Household Goods	Note 2: Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	X	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Lockheed Jetstream Constellation (1649 All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53,53A,53B	G-25
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) / HEIGHT (INCHES)	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517	
14							550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486	
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	265
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"
56"x56"x 93"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30		
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	73	63	63	59	59			
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A	211	211																			
	B	200	200																			
	C	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91				
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
26	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	89	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	73	73	67	67	66	63	63
44	B	89	89	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63	63
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63	63
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	62
58	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63	
59	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64			
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85									

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	202	177	158	142		128	117	110	107	105	71	65		59	54		49	44	39		
	B	312					300	300		200	200		200		200	200		200	111	100			100	100
3	B	312					300	226		220	220		200		200	200		200	111	100			100	100
4	A	210	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					300	200		200	200		200		200	200		200	111	100			100	100
6	A	210	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					202	170		170	170		170		170	170		170	101	100			100	100
8	A	210	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					177	152		152	152		152		152	152		152	100	100			100	100
9	B	300					156	137		137	137		137		137	137		137	100	100			100	100
10	A	210	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					158	137		137	137		137		137	137		137	100	100			100	100
12	A	210	300	202	177	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					142	128		124	124		124		124	124		124	100	100			100	100
13	A	210	255	197	174	156	139		126	116	109	107	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
14	A	300	255	197	174	156	139		126	116	109	105	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
15	B	300					124	114		108	108		108		108	108		108	100	100			100	100
16	A	300	243	193	171	153	137		124	115	108	105	101	65	60		55	50		45	41			
	B	300					124	114		108	108		108		108	108		108	100	100			100	100
17	B	300					124	114		108	106		106		106	106		106	100	100			100	100
18	A	300	234	190	168	150	135		122	113	108	104	103	65	60		55	50		45	41			
	B	300					124	114		108	104		104		104	104		104	100	100			100	100
19	A	300					122	114		108	104		101		101	101		101	60	60			60	60
20	A	300	225	186	165	147	133		121	112	107	104	102	65	60		55	50		45	41			
	B	300					124	114		108	104		101		101	101		101	60	60			60	60
21	A	300	218	181	162	144	130		119	111	106	103	102	65	60		55	50		45	41			
	B	300					124	114		108	104		100		100	100		100	60	60			60	60
22	A	300	218	181	162	144	130		119	111	106	103	102	59	52		48	43		42				
	B	300					124	114		108	104		100		80	80		80	44	42			29	
23	B	300					124	114		108	104		100		52	48		45	42	42			29	
24	A	300	212	177	158	141	128		118	110	105	102	101	59	52		48	43		42				
	B	300					124	114		108	104		100		52	48		45	42	42			29	
25	B	300					124	114		108	104		100		48	29		29	29	29			29	
26	A	300	206	174	155	139	126		116	109	104	101	101	29	29		29	29		29				
	B	300					124	114		108	104		100		48	29		29	29	29			29	
27	A	300	200	170	152	137	124		114	108	104	101	100	29	29		29	29						
	B	300					124	114		108	104		100		45	29		29	29	29			29	
29	A	125	111	101	92	85	78		73	68	65	63		29	29		29	29						
30	A	96	90	85	80	74	70		67	64	61	59		29	29		29	29						
36	A	67	65	62	61	59	56		54	52	51	49		29	29		29	29						
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29						

A-applicable only to TCA
B-Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55	
16	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	156	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60		
32	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55		
34	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	145	135	130	120	115	110	105	100	90	85	75	68	60	55				
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55				

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width only (in inches) 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C

9 CONSOLIDATED CONVAIR

APPLICABLE TO AL, NA AND TW

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

11 BOEING STRATOCRUISER

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
20	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
40	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
80	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
84	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27
88	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27
92	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27
96	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27
100	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27
104	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27
108	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27
112	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27
116	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27
120	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27
124	40	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27
128	40	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27
132	40	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27
136	40	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
140	40	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
144	40	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
148	40	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
152	40	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
156	40	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
160	40	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
164	40	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
168	40	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
172	40	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
176	40	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
180	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES) \ FIRST DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
	B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
	C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4	A			96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
	B			96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
	C			108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
	D			96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6	A				94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
	B				96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C				105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
	D				96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8	A					92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
	B					94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88	88
	D					94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73
10	A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
	B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
	D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12	A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
	B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
	D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14	A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
	B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
	C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
	D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16	A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
	C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18	A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
	B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20	A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
	D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22	A											76	76	76	76	76	76	76	76	76	76	76	76	76	76
	B											70	70	70	70	70	70	70	70	70	70	70	70	70	–
	C											80	80	59	59	59	59	59	52	52	52	52	52	52	52
	D											70	70	70	70	70	70	70	70	70	70	70	70	70	46
24	A												72	72	72	72	72	72	72	72	72				
	B												70	70	70	70	70	70	70	70	70	48	46	46	46	–
	C												80	53	53	53	53	53	53	53	48	48	48	48	48	48
	D												46	46	46	46	46	46	46	46	46	46	46	46	46	43
	E												50	56	52	48	44									
	F	105	105	105	105	104	92	86	78	74	68	64	58		56		56	56							
26	A													30	30	30									
	B													46	46	46	46	46	46	46	46	46	46	46	–
	C													48	48	48	48	48	48	48	48	48	48	48	45
	D													46	46	46	46	46	46	46	46	46	46	46	41
28	A														30	30									
	B														46	46	46	46	46	46	46	46	46	46	–
	C														48	48	48	48	48	48	48	48	48	43	43
	D														46	46	46	46	46	46	46	46	46	40	40
30	C															48	48	48	48	48	38	38	38	38	38
32	C																48	48	48	36	36	36	36	36	36
34	C																	48	48	36	36	36	36	36	36
36	E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
	F		104		96		84		80		80		56		42		40	38							
48	E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
	F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA only
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

12 CANADAIR NORTH STAR (ALL-CARGO)

WIDTH (IN INCHES) \ HEIGHT (IN INCHES)	30	48	82	87	88	89	70	71	71½
1	372	372	312	251	239	227	209	190	186
2	372	372	290	238	226	215	199	183	178
3	372	350	269	227	215	205	190	175	171
4	372	330	255	216	205	196	181	168	164
5	372	310	243	205	195	189	174	161	143
6	372	293	231	196	187	181	167	155	140
7	352	280	220	188	180	174	160	149	122
8	332	266	210	180	173	167	154	144	108
9	313	255	201	173	167	162	147	140	96
10	295	244	192	167	162	155	140	137	91
11	278	235	185	161	157	150	135	133	88
12	262	225	179	157	152	145	130	130	
13	249	217	173	152	146	140	124	115	
14	236	208	167	147	141	135	119	107	
15	226	200	162	143	136	130	114	100	
16	216	193	15.	138	132	125	109	95	
17	206	186	151	134	128	121	105	89	
18	198	180	147	130	123	117	101		
19	190	174	142	125	119	113	98		
20	183	168	138	122	115	109	94		
21	175	163	134	118	111	105	90		
22	169	158	130	114	107	102			
23	163	153	127	111	104	99			
24	158	148	124	108	101	96			
25	153	144	121	105	98	92			
26	149	139	117	102	95				
27	144	135	114	100					
28	139	131	111	98					
29	135	127	108						
30	132	124	103						
31	128	120	102						
32	124	117	100						
33	121	113							
34	117	110							
35	114	107							

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

13 CANADAIR NORTH STAR (COMBINATION)

WIDTH (IN INCHES) \ HEIGHT (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47	47		
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES) \ WIDTH OR HEIGHT (IN INCHES)	40	44	48	52	56	60	WIDTH ONLY (IN INCHES) 64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15-A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES \ HEIGHT IN INCHES	48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7F (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES) \ HEIGHT OR WIDTH (IN INCHES)	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
Width only (In Inches) 87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

	HEIGHT IN INCHES 11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW
LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	19	20	30	40	50	53
3	A	136	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
28	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	17	17	17	17	16	—
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15	
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15		
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18				
28	A								21	19	19		18	18	18	18	16	15					
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18			15	15	15						
34	A								18	18	18		17	17	17								
	B	46	31	21	21	18	18	18	18			18			15	15	15	A-applicable to TCA only					
36	A								17	17	17												
	B	35	31	20	20	18	16	16	16			15			12	12	12	B-Not applicable to TCA					
38	A								15														
	B	35	19	19	19	18	15	15	15														

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	60
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	310	300	300	300	300	330	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	310	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	119	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78		
15	78	78	78	78	78	78	78	78		
16	78	78	78	78	78	78	78			
17	78	78	78	78	78	78	78			
18	78	78	78	78	78	78				
19	78	78	78	78	78	78				
20	78	78	78	78	78	78				
22	78	78	78	78	78					
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	150	147	145	142	140	138	136	135	134	133	131
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

52 LOCKHEED ELECTRA

HEIGHT (INCHES)	PACKAGE LENGTHS (INCHES)																	
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44	
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46	
24	159	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50
22	161	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51
20	162	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61
18	163	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72
14	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
5	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80		
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES: 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

53B DOUGLAS DC-8
Applicable to EA and NW Only
HEIGHT (IN INCHES)

WIDTH (IN INCHES)	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	A(2)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(6-49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(6-4-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	N	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	(E)
Chinchillas	A(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	N
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangoutangs	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	A(8-30)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poults (except turkey)	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poults, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	A(2-11)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	A(2-49a)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

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	FT	LX(E)	LC	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	(E)	AC(2-41)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2-41)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Chimpansees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	AC(2-41)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	AC(2-41)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	(E)	AC(2)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2-41)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	AC(2)	A(2-6)	A(2)

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	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	(E)	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-3C)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LXⒺ	LC	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	N	N	A
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A	A	A	A	A	A	A	A	N	N	A	A
Vegetables: fresh . .	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	AC	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length. .	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	N	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4)	A(5)	N	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangments required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MSP-MSY on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 96 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do no drop. Do not stack against or load with pointed or short object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulatich material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basic weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53. **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ① ③ ⑥	620 ② ⑤ ⑦	C-47	621 ① ③ ⑥	693 ① ③ ⑥
	0630	Lv BUENOS AIRES . . . Ar	0205	
	0850	Ar BAHIA BLANCA . . . Lv	2355	
	0905	Lv BAHIA BLANCA . . . Ar	2340	
	1150	Ar TRELEW Lv	2120	
	1205	Lv TRELEW . . . . . Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO . . Lv	1820	
	1600	Lv PUERTO DESEADO . . Ar	1805	
	1705	Ar SAN JULIAN Lv	1710	
	1725	Lv SAN JULIAN . . . . Ar	1650	
	1755	Ar SANTA CRUZ Lv	1620	
	1810	Lv SANTA CRUZ . . . . Ar	1605	
	1900	Ar RIO GALLEGOS . . . Lv	1515	
0900		Lv RIO GALLEGOS . . . Ar		1415
1010		Ar RIO GRANDE . . . Lv		1355
1025		Lv RIO GRANDE . . . Ar		1350
1115		Ar USHUAIA Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46	584 #	582 #	617 ④
1200	0500	0530	Lv MAIQUETIA . . Ar	1015	0920	1515
		0630	Ar BARCELONA . . Lv			
		0645	Lv BARCELONA . . Ar			
		0705	Ar CUMANA . . . Lv			
		0720	Lv CUMANA . . . Ar			
		0740	Ar PORLAMAR . . Lv			
		0755	Lv PORLAMAR . . Ar			
	0700	0815	Lv CARUPANO . . Ar	0830		
			Ar MARACAIBO . . Lv		0720	
			KINGSTON . . Lv			1030
			KINGSTON . . Ar			1000
1830			Ar MIAMI . . . Lv			0700

AIR FRANCE (AF)

658 ③ ⑤ ⑥	419 DC-6 ④	2493 O+ #Ex ①	750 ③ ⑤ ⑥	896 #Ex ①	050 1049H ③ ⑥	898 ⑤	O+ - Provence Breguet DC-4	051 1049H ⑦ ④	897 #Ex ①	2482 O+ #Ex ⑦	418 DC-6 ②	751 ② ③ ④ ⑤	659 ③ ⑤ ⑥	899 ⑤
					0035		Lv NEW YORK . . . Ar	1305						
					0515		Ar GANDER . . . Lv	0835						
					0600		Lv GANDER . . . Ar	0750						
					1950		Ar PARIS Lv	0230						
	1600						Lv PARIS . . . . Ar				2200			
							Ar PARIS (Orly) . Lv					0100		
1050		0100	1205	0120		1400	Lv PARIS (Orly) . Ar		0700	2200			2050	1935
			1355	0255		1535	Ar LONDON Lv		0525					1800
			1540				Ar FRANKFURT . . Lv					2300		
		0600	1720				Lv FRANKFURT . . Ar					2135		
		0700					Ar BERLIN Lv					1950		
		0825					Ar ORAN Lv							
	1915						Lv ORAN . . . . . Ar			1730				
							Ar ALGIERS . . . Lv							
	0330						Ar TRIPOLI . . . Lv							
							Lv TRIPOLI . . . Ar				1200			
1410							Ar FORT LAMY . . Lv						1730	
							Ar MILAN Lv							

ALITALIA

901 ③	901 ⑥	950 ⑦	930 ①	DC-7F	900 ③	900 ⑥	931 ①	951 ②
2300	1800			Lv NEW YORK (IDL) . . . Ar	1445	1045		
1400	0900			Ar SHANNON Lv	0615	0215		
1500	1000			Lv SHANNON . . . . . Ar	0515	0115		
2000	1500			Ar MILAN Lv	0200	2200		
2200	1700			Lv MILAN . . . . . Ar	0005	2005		
2325	1825			Ar ROME Lv	2330	1830		
		2310	0200	Lv ROME . . . . . Ar			1000	1100
			0530	Ar TRIPOLI Lv			0825	
		0450		Lv BEIRUT . . . . . Ar				0635
		0650		Lv BEIRUT Lv				0435
		1155		Ar TEHERAN Lv				0210

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AMERICAN AIRLINES (AA)

825 #Ex ⑥⑦	851/ 855 #Ex ③⑥⑦	851/ 855 ③	857 ⑦	801 #Ex ⑤⑥ ⑦	801 ③	807 #Ex ⑥⑦	803 #Ex ⑦①	815 ⑥	DC-7BF	816 #Ex ⑤⑥ ⑦	810/ 812 #Ex ③⑥⑦	810/ 812 ⑤	824 #Ex ⑥⑦	802 #Ex ⑥⑦	806 #Ex ⑦①	818 ⑥	814 ⑥
				2325	2325			2145	Lv BOSTON . . . . . Ar	1218		1355					2025
						2235			Lv NEW YORK (EWR) . . Ar						2005	1320	
						2329			Ar HARTFORD Lv								
						0050			Lv HARTFORD . . . . . Ar								
2330							0015		Ar NEW YORK (IDL) . . Lv	1115							
									Lv NEW YORK (IDL) . . Ar	0942			1631	1838			
									Ar PHILADELPHIA . . . Lv					1800			
									Lv PHILADELPHIA . . . Ar					1459			
								2303	Ar NEW YORK (EWR) . . Lv			1245					1915
	2250	2250						0030	Lv NEW YORK (EWR) . . Ar		1105	1105					1750
									Ar BALTIMORE. Lv						1910		
									Lv BALTIMORE. . . . . Ar						1750		
									Ar WASHINGTON Lv					1421			
									Lv WASHINGTON . . . . Ar					1305			
						0224			Ar BUFFALO. Lv				1500				
						0350			Lv BUFFALO. . . . . Ar				1346				
							0306		Ar CINCINNATI Lv						1605		
							0415		Lv CINCINNATI . . . . Ar						1446		
	0116	0116		0208	0208			0256	Ar DETROIT. Lv	0735			1235				1555
	0235	0235		0325	0325			0420	Lv DETROIT. . . . . Ar	0620			1120				1440
				0336	0336	0459		0431	Ar CHICAGO (MDW) . . Lv	0410	0735	0735	0910			0950	1230
				0455	0455	0625		0600	Lv CHICAGO (MDW) . . Ar	0247	0620	0620	0754			0830	1100
0055	0248	0248							Ar CHICAGO (ORD) . . . Lv								
0210	0418	0418							Lv CHICAGO (ORD) . . . Ar								
									Ar ST. LOUIS. Lv				0635				
									Lv ST. LOUIS. . . . . Ar				0541				
									Ar NASHVILLE. Lv					1005			
									Lv NASHVILLE. . . . . Ar					0906			
									Ar MEMPHIS. Lv					0810			
									Lv MEMPHIS. . . . . Ar					0710			
	0730	0730					0633	0911	Ar DALLAS Lv		0320	0320		0530	1100	0530	0800
	0920		1130				0930	1030	Lv DALLAS . . . . . Ar		0203	0203		0400	0804	0400	0609
	1038		1248						Ar SAN ANTONIO. . . . Lv		0055	0055					
	1200		1418						Lv SAN ANTONIO. . . . Ar		2306	2306					
	1444		1702						Ar MEXICO Lv		2030	2030					
0640				0925	0925	1055	1224	1325	Ar LOS ANGELES. . . . Lv						0140		
0740				1200				1500	Lv LOS ANGELES. . . . Ar								
0910				1303				1630	Ar SAN FRANCISCO. . . Lv	1845				2100		2100	

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE. Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020	0950	2105	
0705							Ar HOBART . . Lv							
0805							Ar DEVONPORT. Lv							
0835							Lv DEVONPORT. Ar							0935
							Ar WYNYARD. . Lv							

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI. . . . Lv			2030					1330
2200		0300			2200		Lv MIAMI. . . . Ar			1900					1200
	0845			0845		0845	Ar GUATEMALA. . Lv								1115
	1015			1015		1015	Lv GUATEMALA. . Ar								1000
	1100			1100		1100	Ar SALVADOR . . Lv	1300					1330	1330	
							Lv SALVADOR . . Ar								0600
②		③			⑤										
0500		0900			0500		Ar PANAMA . . . Lv			1300		0700			0400
0700			1100		0700		Lv PANAMA . . . Ar		0400		1900				
1030					1030		Ar QUITO. . . . Lv								0001
1200					1200		Lv QUITO. . . . Ar								
1315			1400		1315		Ar GUAYAQUIL. . Lv		0001						
							Ar BOGOTA . . . Lv				1600				

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801X DC-6A # Ex ①⑦	851 C-46 # Ex ⑦①		850 C-46 # Ex ⑥⑦	800X DC-6A # Ex ⑥⑦
0015		Lv NEW YORK/EWR . Ar		1350
	0400	Lv CHICAGO (MDW) . Ar	0159	
	0605	Ar KANSAS CITY . . Lv	2359	
	9635	Lv KANSAS CITY . . Ar	2330	
	0748	Ar WICHITA Lv	2220	
	0820	Lv WICHITA . . . . Ar	2155	
	£	OKLAHOMA CITY .		
0515	1021	Ar DALLAS Lv	2000	0800

BRITISH EUROPEAN AIRWAYS (BEA)

27 L ③	29 Y ⑤⑥	29 D ②④ ⑦	25 L ③	Y - York D - DC-3 L-Leopard	30 D ②④ ⑦	30 Y ⑤⑥	26 L ③	28 L ③
0030	0030	0030	0305	Lv LONDON. . . Ar	1045	0910	1055	0705
0405	0330	0405	|	Ar DUSSELDORF. Lv	|	|	|	0535
|	0500	0535	|	Lv DUSSELDORF. Ar	|	|	|	|
|	0600	0650	0705	Ar FRANKFURT . Lv	0820	0730	0835	|

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C ⑥	BA/QF 780 SC ⑤	BA/QF 980 C ③	AI 164 SC ④	C - 749 Constellation SC - Super Constellation	AI 163 SC ①	BA/QF 981 C ③	BA/QF 781 SC ①	BA/QF 777 C ③
2230	2300	0700	2200	Lv London . . . Ar	1215	0720	1700	2320
⑦	⑥	0835	⑤	Ar DUSSELDORF . Lv	|	0535	|	|
0030	0105	|	0005	Ar FRANKFURT. . Lv	|	|	1425	2110
|	|	|	0345	Ar ROME Lv	0815	①	|	|
0255	0350	1130	|	Ar ZURICH . . . Lv	②	0245	1215	1845
1305	|	2140	1105	Ar BEIRUT . . . Lv	0230	1815	④	1015
|	1355	④	|	Ar DAMASCUS . . Lv	|	|	0425	⑤
2055	⑦	0530	|	Ar BAHRAIN. . . Lv	|	1405	|	0605
|	0220	|	|	Ar KARACHI. . . Lv	|	|	2205	|
①	|	|	⑥	Ar BOMBAY . . . Lv	|	⑦	|	|
0710	|	1545	0050	Ar DELHI. . . . Lv	1730	0630	1810	2230
|	1015	⑤	|	Ar CALCUTTA . . Lv	1100	|	1210	|
|	|	0020	1600	Ar RANGOON. . . Lv	|	2300	|	|
1725	1705	|	|	Ar BANGKOK. . . Lv	|	⑥	|	1420
|	|	1015	|	Ar HONG KONG. . Lv	|	1800	|	|
|	|	1520	|	Ar MANILA . . . Lv	|	|	③	|
2315	2245	|	|	Ar SINGAPORE. . Lv	|	|	0615	0930
②	①	|	|	|	|	|	|	④
1120	0315	⑥	|	Ar DJAKARTA . . Lv	|	④	1205	|
2050	1315	0225	|	Ar DARWIN . . . Lv	|	0635	②0635	④0125
|	2230	1140	|	Ar SYDNEY . . . Lv	|	2200	②2200	④1700
|	|	|	|	|	|	③	①	③

BA 577 ④	BA 573 ③	DC-7F	BA 574 ⑤	BA 578 ⑥
2200	2200	Lv LONDON . . . Ar	2130	1950
|	2300	Ar MANCHESTER . Lv	2030	|
|	④	|	|	|
|	0001	Lv MANCHESTER . Ar	1930	|
2340	|	Ar GLASGOW. . . Lv	|	1815
⑤	|	|	|	|
0115	|	Lv GLASGOW. . . Ar	|	1715
|	0545	Ar MONTREAL . . Lv	0345	|
|	0645	Lv MONTREAL . . Ar	0245	|
0730	0830	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④			C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv	MEXICO,D.F. Ar	1535	1805			2025
			0700	0900	0900	Ar	GUADALAJARA Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv	GUADALAJARA Ar	1305	1500	1255	1350	1755
|	0850	|	|		|	Ar	MASCOTA Lv	|	|	1300	|
|	0920	|	|		|	Lv	MASCOTA Ar	|	|	1230	|
|	0940	|	|		|	Ar	TALPA Lv	|	|	1210	|
|	1010	|	|		|	Lv	TALPA Ar	|	|	1140	|
1605	1035	1105	|		|	Ar	PTO.VALLARTA Lv	|	1150	1115	1650
			0825		1025	Ar	MAZATLAN Lv	1025	1240			
			0855		1055	Lv	MAZATLAN Ar	0955	1210			
			1205		1405	Ar	HERMOSILLO Lv	0700	0900			
			1235		1435	Lv	HERMOSILLO Ar	2135	0020			
			|		1555	Ar	MEXICALI Lv	|	1700			
			1535			Ar	LOS ANGELES Lv	1635				

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③③	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. Ar	1520	1515	0120
|	|	1000	Ar MONTERREY Lv	|	|	|
|	1040	1030	Lv MONTERREY Ar	|	|	|
|	|	1125	Ar NUEVO LAREDO Lv	1140	|	|
|	|	|	Ar REYNOSA Lv	|	1225	|
1630	|	|	Ar SAN ANTONIO Lv	|	|	2150
1720	|	|	Lv SAN ANTONIO Ar	|	|	2100
1855	|	|	Ar DALLAS Lv	|	|	1925
1945	|	|	Lv DALLAS Ar	|	|	1835
0020	|	|	Ar CHICAGO Lv	|	|	1400

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	|	Ar VERACRUZ Lv	|	|	1150
0900	0900	f	Lv VERACRUZ Ar	|	|	1130
1000	0955	|	Ar MINATITLAN Lv	|	1415	|
1020	1015	f	Lv MINATITLAN Ar	|	1345	|
1105	1100	|	Ar VILLAHERMOSA Lv	|	1300	|
1125	1120	f	Lv VILLAHERMOSA Ar	f	1230	f
1210	1200	|	Ar C.DEL CARMEN Lv	f	1145	0940
1230	1220	f	Lv C.DEL CARMEN Ar	f	1115	0920
1320	1310	|	Ar CAMPECHE Lv	|	1025	0830
1340	1330	f	Lv CAMPECHE Ar	f	0955	0810
|	1440	|	Ar CHETUMAL Lv	|	|	0700
1425	|	1035	Ar MERIDA Lv	1135	0900	|

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

25X #Ex ⑥⑦	29X #Ex ⑥⑦	C-46		22X #Ex ⑥⑦	26X #Ex ⑦①
	2330	Lv	NEWARK Ar	1043	
	0015	Ar	PHILADELPHIA Lv	1003	
	0105	Lv	PHILADELPHIA Ar	0933	
	0345	Ar	CHARLOTTE Lv	|	
	0434	Lv	CHARLOTTE Ar	|	
2215	|	Lv	CHICAGO Ar	|	0720
0105	|	Ar	MEMPHIS Lv	|	0440
0145	|	Lv	MEMPHIS Ar	|	0400
0429	0602	Ar	ATLANTA Lv	0600	0258
0745	0745	Lv	ATLANTA Ar	0432	0133
0945	|	Ar	ORLANDO Lv	|	2313
1034	|	Lv	ORLANDO Ar	|	2213
|	0913	Ar	NEW ORLEANS Lv	0120	|
|	1013	Lv	NEW ORLEANS Ar	0020	|
|	1203	Ar	HOUSTON Lv	2241	|
|	1243	Lv	HOUSTON Ar	2201	|
1147	|	Ar	MIAMI Lv	|	2100
	1408	Ar	DALLAS Lv	2030	

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C	924 #Ex ⑥⑦	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	2345	Lv NEW YORK(IDL) Ar	0505		0635
0330			Lv CHICAGO. . . Lv		0030	
0646	0556		Ar ATLANTA. . . Lv		2300	0330
0830	0730		Lv ATLANTA. . . Ar		2152	0227
	0803		Ar MOBILE . . . Lv			2359
	0905		Lv MOBILE . . . Ar			2303
	0948		Ar NEW ORLEANS. Lv			2220
	1045		Lv NEW ORLEANS. Ar			2117
	1213		Ar HOUSTON. . . Lv			2000
		0630	Ar SAN JUAN . . Lv	2350		
		0830	Lv SAN JUAN . . Ar	2150		
1047		1115	Ar MIAMI. . . . Lv	1700	1930	

FLYING TIGER LINE (FT)

182 #Ex ⑥⑦	282 #Ex ⑤⑥⑦	282 ⑤	382 #Ex ⑥⑦	382 ⑥	L-1049H	181 #Ex ⑥⑦	281 #Ex ⑤⑥⑦	281 ⑤	283 #Ex ⑤⑦	381 ①
			1930		Lv SEATTLE. . . . . Ar		1730			0450
			2030		Ar PORTLAND Lv					
			2125		Lv PORTLAND . . . . Ar					
			2350		Ar SAN FRANCISCO/ Lv		1400			0200
	2000	2000	0100	2300	Lv OAKLAND . . . Ar		0850	0930	1710	
t1700	t1700	t1700			Lv SAN DIEGO. . . . Ar	t0800			t0800	
	2130	2130			Ar LOS ANGELES(BUR) Lv				1555	
2300	2230	2230			Lv LOS ANGELES. . . Ar	0630			1130	
				0625	Ar MINNEAPOLIS. . . Lv					
				0655	Lv MINNEAPOLIS. . . Ar					
0720			0930	2040	Ar CHICAGO. Lv	0130	0315	0435		
0820			1100	2240	Lv CHICAGO. . . . . Ar	0100	0200	0320		
t1130			t1130	t1130	Ar MILWAUKEE. . . . Lv	t2200	t2200	t2200		
t0800			t0800	t0800	Ar SOUTH BEND . . . Lv	t1800	t1800	t1800		
t0700			t0700	t0700	Ar GRAND RAPIDS . . Lv	t1700	t1700	t1700		
			1310	1245	Ar DETROIT. Lv			0300	0640	
			1410	1330	Lv DETROIT. . . . . Ar			0145	0525	
					Ar TOLEDO Lv			t1900	t1900	
1050					Ar CLEVELAND. . . . Lv				0440	
1150					Lv CLEVELAND. . . . Ar				0310	
t2000					Ar AKRON. Lv				t1830	
t2000					Ar BUFFALO. Lv				t1600	
			1550	1515	Ar BINGHAMTON . . . Lv					
			1705	1625	Lv BINGHAMTON . . . Ar					
			t0800	t0800	Ar ALBANY Lv					
			t0800	t0800	Ar ROCHESTER. . . . Lv					
t1900	0930	t1900	t0730	t0730	Ar NEW YORK (IDL) . Lv	t1900	t1900	t1900	t1900	
	1130				Lv NEW YORK (IDL) . Ar					
1330		0955	1800	1720	Ar NEW YORK (EWR) . Lv	1030	2330	2315	0110	
				0300	Lv NEW YORK (EWR) . Ar				2350	
t0200	t1500	t1500	t0200	t0200	Ar PHILADELPHIA . . Lv	t1900	t1900	t1900	t2200	
					HARTFORD/ Lv				2300	
					SPRINGFIELD . Ar				2145	
	1250			0530	Ar BOSTON Lv				2100	
	t0930				Ar PROVIDENCE . . . Lv				t1700	

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INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	0505	
GAUHATI, Kahikuchi...Lv								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505			0635	0800
AGARTALA, Singerbhil..Ar																								0855	0545		0905
BAGDOGRA .....Ar																										0825	
MOHANBARI, Mcpl...Ar																											

RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕			⑤	
MOHANBARI, Mcpl....Lv																												0855	
BAGDORA Lv																										0615	0925	1035	0620
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1105	0725
GAUHATI, Kahikuchi...Ar								↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓				
GAUHATI, Kahikuchi..Lv	1145	0735	0705	0635	1630	1255	1220	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425																						

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	⑦ ③	① ④	① ④	✕	✕	⑦ ④	✕
			② ⑤	③ ⑥	④ ⑥			③ ④	
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN	394	373	374	374	330	328	326
Read Down	✕	⑦ ③	✕	① ②	① ④	① ③	⑦ ②
		④		⑤ ⑥	⑥	④ ⑥	③ ⑤
RUPSI.....Lv	1015						
IMPHAL Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mc #Rx	830	842	822	820	870	1011	800	854	852	850	• C-47	801 #Ex	851	861	863	821	823	841	843	831	82Mc #Rx
⑥	③	④	② ⑤	④ ⑥	⑤	⑦	① ② ④ ⑤	②	① ③ ④	②		②	① ④	②	③	④ ⑥	② ⑤	②	④	②	⑥
2020	1105	1725	1229	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN. . . . . Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
					1155	1155					Ar SHANNON Lv										
					1255						Lv SHANNON . . . . Ar										
					1535		1920				Ar LONDON. Lv	1735									
								1330	1335	1240	Ar BRISTOL Lv		1505								
											CARDIFF Lv			1510	1625						
2135		1900									Ar MANCHESTER. . . . Lv					1420	1540				2240
	1230		1340	1220							Ar BIRMINGHAM. . . . Lv							1835	2035		
											Ar GLASGOW Lv									1430	

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI. Lv	1400

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

KLM ROYAL DUTCH AIRLINES (KL)

KL062 DC-7F ①⑤	KL064 SC ③	KL064 SC + ⑦	SC - Super Constellation	KL061 DC-7F ④⑦	KL063 SC + ⑤	KL065 SC ⑦
0300	0300	0300	Lv NEW YORK. . Ar	1300	1650	0920
			MONTREAL. . Lv	1120	1505	0735
			MONTREAL. . Ar	0950	1335	0605
1845	2045	2045	Ar GLASGOW . . Lv	0335	0345	2015
1945	2145	2145	Lv GLASGOW . . Ar	0205	0215	1845
2145	2345	2345	Ar AMSTERDAM . Lv	0001	0001	1630

+ Operates until July 30

KL013 DC-3 ②③ ④⑤	KL001 DC-3 #Ex ⑦①	KL011 DC-7F /SC + ③④⑥	KL003 DC-3 ②⑤	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②③ + ⑤④	KL008 DC-3 ⑥	KL004 DC-3 ②⑤	KL012 DC-7F/ SC + ③④⑥
0130	0445	1500	1530	2125	Lv AMSTERDAM. . Ar	0315	0720	1035	2120	2135
0330	0645	1625	1730	2325	Ar LONDON . . . Lv	0125	0530	0845	1930	2015

+ Operates until July 29

KL041 DC-3 #Ex ⑦①	SN104 DC-3 #Ex ⑦①	SK042 Curtiss #Ex ⑦①	SR705 Metr. #Ex ⑦①	KL027 DC-3 ③④ ⑥		KL028 DC-3 ③④ ⑥	SR704 Metr. #Ex ⑦①	SK063 Curtiss #Ex ⑦①	SN103 DC-3 #Ex ⑦①	KL042 DC-3 #Ex ⑦①
1525	0345	0350	0355	1400	Lv AMSTERDAM. . Ar	2125	0300	0230	0245	2135
1730					Ar PARIS. . . . Lv					1930
	0445				Ar BRUSSELS . . Lv				0140	
		0615			Ar COPENHAGEN . Lv			0005		
			0550		Ar BASLE/ Lv		0100			
			0640		Lv MULHOUSE . Ar		0010			
			0710	1650	Ar ZURICH . . . Lv	1825	2340			

KL017 DC-3 ①④⑦	KL015 DC-3 ②③ ⑤⑥	KL021 DC-3 ⑤		KL022 DC-3 ⑥	KL016 DC-3 ②③ ⑤⑥	KL018 DC-3 ①④⑦
1440	1500	1600	Lv AMSTERDAM. . Ar	2150	2205	2145
1710			Ar NUREMBERG. . Lv			
1750			Lv NUREMBERG. . Ar			
1900	1650		Ar FRANKFURT. . Lv			1945
	1730		Lv FRANKFURT. . Ar			
	1830		Ar STUTTGART. . Lv		1930	
			LINZ Lv	1800		
			LINZ . . . . Ar	1600		
		2010	Ar VIENNA . . . Lv	1500		

JAPAN AIR LINES

631 ③	633 ⑥	DC-7F	630 ②	632 ③
1500	1500	Lv SAN FRANCISCO. Ar	0700	0700
2130	2130	Ar HONOLULU . . . Lv	2100	2100
0030	0030	Lv HONOLULU . . . Ar	1515	1515
1205	1205	Ar TOKYO. Lv	2300	2300

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46	616 ① ③⑤
0600	Lv MIAMI . . . . Ar	1400
0810	Ar GRAND CAYMAN. Lv	
0900	Lv GRAND CAYMAN. Ar	
1130	Ar SAN JOSE, C.R.Lv	0700

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
		Ar KINGSTON . . Lv	1510	
		Lv MARACAIBO. . Ar	1445	
1300		Ar MIAMI. . . . Lv		0700
	0900	Ar PANAMA . . . Lv	1100	

LUFTHANSA GERMAN AIRLINES

LH041 #Ex ②⑦	U.S - Europe Super Constellation	LH040 #Ex ①②⑥	LH040 ⑥
2200	Lv NEW YORK . . . Ar	1155	1550
	MANCHESTER . . Lv		0530
	MANCHESTER . . Ar		0330
1600	Ar FRANKFURT. . . Lv	0100	0100

LH036 #Ex ⑦	VIKING Denmark Service	LH037 #Ex ①
2310	Lv FRANKFURT . . . Ar	
	Ar DUSSELDORF. . . Lv	
	Lv DUSSELDORF. . . Ar	0640
0030	Ar HANOVER Lv	
0100	Lv HANOVER . . . . Ar	
0250	Ar COPENHAGEN. . . Lv	0420

LH032 #Ex ①	LH030 ③④ ⑤	Viking	LH031 ④⑤ ⑥	LH033 #Ex ①
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0325	0145	Ar LONDON Lv	0430	0500

LH029 #Ex ①	LH024 #Ex ⑦	LH026 #Ex ⑦	LH020 #Ex ⑦	LH022 #Ex ⑦	VIKING Intra-German Service	LH027 #Ex ⑦	LH024 #Ex ⑦	LH028 #Ex ①	LH021 #Ex ①
			1805		Lv HAMBURG . . . . Ar				3130
			1850		Ar BREMEN. Lv				
			1925		Lv BREMEN. . . . . Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER . . . . Ar				
0750				1915	Lv DUSSELDORF. . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
0850			2200	2030	Lv COLOGNE/BONN. . Ar			2330	2340
	1705	1820		2130	Ar FRANKFURT . . . Lv				
		1915			Lv FRANKFURT . . . Ar	2100	2135		
					Ar STUTTGART . . . Lv	2005			
					Ar NUREMBERG . . . Lv		2045		
					Lv NUREMBERG . . . Ar		2000		
	1830				Ar MUNICH. Lv		1915		

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MARITIME CENTRAL AIRWAYS (MAR)

514 ②⑤	DC-3 C-46	515 ②⑤
0830	Lv MONCTON . . . . Ar	1320
0900	Ar CHARLOTTETOWN . Lv	1250
1000	Lv CHARLOTTETOWN . Ar	1220
1040	Ar HOUSE HARBOR. . Lv	1140

MACKEY AIRLINES

1-X ①④	3-X ②⑤	C-46	2-X ①④	4-X ②⑤
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/ GRAND BAHAMA . . Lv		1452
1300		Ar NASSAU Lv	1400	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down / Read Up	785 ⑥
0500	0500	0500	Lv PERTH ..... Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON ..... Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON ..... Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO ..... Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET ..... Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA ..... Ar	
		1050	Ar WITTENOON Lv	
		1120	Lv WITTENOON ..... Ar	
1125	1125		Ar ONSLOW Lv	
1200			Lv ONSLOW ..... Ar	
1300	1250		Ar ROEBOURNE Lv	
1350	1340	1220	Ar PT. HEDLAND..... Lv	
1420	1410	1240	Lv PT. HEDLAND* ..... Ar	
1450	1450		Lv DE GREY Lv	
1500	1450		Lv PARDOO Lv	
1550	1540		Lv WALLAL ..... --	
1610	1600		Lv MANDORA ..... --	
		1415	Lv ANNA PLAINS ..... --	
1720	1710	1510	Lv BROOME ..... --	
1815	1805	1605	Ar DERBY Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down / Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON...Ar			0945		0945
	0920	0920			Ar ROME.....Lv			0400		0400
	1020	1020			Lv ROME.....Ar			0300		0300
	1510	1510			Ar ATHENS...Lv			②		④
	1610	1610			Lv ATHENS...Ar					
	2000	2000			Ar BEIRUT...Lv			2100		2100
0200			0200	0001	Lv BEIRUT...Ar	1145	1530		1330	
					Ar BAGHDAD..Lv				1130	
					BAGHDAD..Ar				1030	
0715			0715		Ar KUWAIT...Lv	0830			0830	
				0830	Ar DHAHRAN..Lv					
				0930	Lv DHAHRAN..Ar					
				0915	Ar DOHA.....Lv					
				1015	Lv DOHA.....Ar					
				1100	Ar BAHRAIN..Lv		1200			

NATIONAL AIRLINES, INC.

96 #Ex ⑦	98 #Ex ⑥⑦	L-1049H	97 #Ex ①	99 #Ex ⑥⑦
1500	1900	Lv MIAMI . . . . Ar	0537	1125
1540		Ar FORT MYERS. . . Lv		
1640		Lv FORT MYERS. . . Ar		
	2000	Ar TAMPA Lv		1025
	2100	Lv TAMPA . . . . Ar		0940
1725		Ar ORLANDO Lv		0910
1810		Lv ORLANDO . . . . Ar		0825
f		Ar BALTIMORE . . . Lv		
f		Lv BALTIMORE . . . Ar		
	0030	Ar PHILADELPHIA. . Lv		
	0115	Lv PHILADELPHIA. . Ar		
2153	0155	Ar NEW YORK (IDL). Lv	0100	0430

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

528 DC-6A #	529 DC-4 #		528 DC-6A #	528 DC-6A #
	0015	Lv NEW YORK (IDL) Ar		0537
	0330	Ar DETROIT Lv		0245
	0415	Lv DETROIT Ar		0153
		Ar CHICAGO Lv	0955	
0905		Lv CHICAGO Ar	0655	
	0450	Ar MILWAUKEE Lv		2330
	0535	Lv MILWAUKEE Ar		2240
1055	0729	Ar MINNEAPOLIS Lv		2100
1315	1315	Lv MINNEAPOLIS Ar		1055
		Ar PORTLAND Lv	2245	
		Lv PORTLAND Ar	2200	
1705	1705	Ar SEATTLE Lv	2100	

583 #Ex ⑥	581 ⑤	DC-6B	582 #
0915	2330	Lv SEATTLE Ar	2145
1315	0320	Ar ANCHORAGE Lv	1415

OLYMPIC AIRWAYS

⑦	VISCOUNT 800	⑦
0400	Lv LONDON Ar	2200
1350	Ar ATHENS Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down / Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND Ar					2250	
	0030					Ar SEATTLE - TAKOMA Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.) Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU Lv	1300	1300	1300			
			1300			Ar YAKUTAT Lv		F	1000			①②③④⑤⑥
			1330	1240		Ar CORDOVA Lv	0820	0820				
0500		1210	1450	1400	1320	Ar ANCHORAGE Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	162 ①	160 ③	164 ③	160 ⑤②	164 ③	162 ② ⑦⑨	164 ③①	DC-7F	161 ①	163 ②⑦	161 ③	163 ③	165 ④	165 ④	163 ④	161 ②⑥	161 ⑦
			1800		1800		1800	Lv CHICAGO Ar					1450	1450			
			2020		2020		2020	Ar DETROIT Lv					1430	1430			
			2115		2115		2125	Lv DETROIT Ar					1355	1355			
			2315		2315		2312	Ar NEW YORK (IDL) Lv					1100	1100			
0300	0400	0300	0300	0300	0300	0400		Lv NEW YORK (IDL) Ar	0925	0820	0840	0820	0840		0820	0840	1040
					0410			Ar BOSTON Lv									
					0500			Lv BOSTON Ar									
			1855		2000			Ar SHANNON Lv	0230	0125		0125			0125		
			1930		2030			Ar SHANNON Ar	0115	0040		0040			0040		
								Lv GLASGOW Ar									
								Ar GLASGOW Lv									
1930		1930	2105	1930	2205			Ar LONDON Lv	2330		0030		0030			0030	0230
2300		2330	2330	2330	0030			Lv LONDON Ar	2130		2130		2240			2240	0025
		0140						Ar BRUSSELS Lv									0015
		0230						Lv BRUSSELS Ar									2340
			0145					Ar AMSTERDAM Lv					2220			2220	
			0230					Lv AMSTERDAM Ar					2150			2150	
0159		0340	0350	0225	0325			Ar FRANKFURT Lv	2030		2030		2030			2030	2230
0800		0800	0800	0800				Lv FRANKFURT Ar			1915		1915			1915	2115
0845		0845	0845	0845				Lv STUTTGART Lv			1830		1830			1830	2030
0915		0915	0915	0915				Ar STUTTGART Lv			1745		1745			1745	1945
1003		1005	1005	1005				Lv MUNICH Ar			1700		1700			1700	1900
1100								Lv MUNICH Ar			1615						
1210								Ar VIENNA Lv									
1255								Lv VIENNA Ar									
	2210					2210		Ar PARIS Lv		2300		2300			2300		
	2359					2359		Lv PARIS Ar		2100		2100			2100		
	0245					0245		Ar ROME Lv		1800		1800			1800		
						0330		Lv ROME Ar		1700					1700		
								Ar ANKARA Lv			1200						
1625						0920		Ar BEIRUT Lv		1230					1230		

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑥
2359	Lv MIAMI Ar	1805
0405	Ar PANAMA Lv	1400
0630	Lv PANAMA Ar	1210
f	Ar CALI Lv	f
f	Ar QUITO Lv	f
f	Ar GUAYAQUIL Lv	f
f	Ar TALARA Lv	f
1140	Ar LIMA Lv	0700
0600	Lv LIMA Ar	1820
f	Ar ARICA Lv	
f	Ar ANTOFAGASTA Lv	
f	Ar LA PAZ Lv	f
f	Ar COCHABAMBA Lv	f
1210	Ar SANTIAGO Lv	1400

ADDITIONAL ALL-CARGO SERVICE

When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

EASTBOUND			Minimum Transatlantic Load	WESTBOUND			Minimum Transatlantic Load
Baltimore/ Washington	Lv	Th Sa	2230 1500 kg	Amsterdam	Lv	Su 2220	400 kg
Philadelphia	Lv	Th Sa	2230 1000 kg	Prestwick	Lv	We Fr 0350	500 kg
Boston	Lv	Tu We Th	0500 400 kg	Shannon	Lv	We 0400	400 kg
Gander	Ar	We Fr	0840 *	Gander	Lv	Mo 0815	
Brussels	Ar	We Th Fr Su	0040 400 kg	Gander	Lv	We Th Fr 0745	*
Amsterdam	Ar	We Th	0050 400 kg	Gander	Lv	Sa 1115	
Dusseldorf	Ar	Mo We Fr	0100 400 kg	Gander	Lv	Su 0945	
Dusseldorf	Ar	Sa Su	0200 400 kg	Boston	Ar	Mo 0930	400 kg
				Boston	Ar	We Th Fr 0910	400 kg
				Boston	Ar	Sa 1225	400 kg
				Boston	Ar	Su 1110	400 kg

*1000 kg minimum load to/from Gander.

PAA-U.S.A.-PACIFIC

875 ①	879 #Ex ⑦		878 ⑥	878 ②④	876 ④
		Lv LOS ANGELES Ar	0645		
0200	2300	Lv SAN FRANCISCO Ar	0925	0615	2100
0830	0530	Ar HONOLULU Lv	1945	1945	1030
0230	0900	Lv HONOLULU Ar	1820	1820	1915
1040		Ar GUAM ISLAND Lv			0200
	2025	Ar TOKYO Lv	0100	0100	

PAA

U.S.A.—LATIN AMERICA

3211 ⑦	3401 ⑥	3451 ②④ ⑥	3431 #Ex ④⑤	3253 DC-6A/ C-54 ①④	3433 #Ex ⑥⑦		C-54		3252 ①④	3434 #Ex ⑦①	3436 ①	3458 #Ex ④⑤	3402 ⑥	3432 ③⑤	304 ②
				2345		Lv	NEW YORK	Ar	0500						
	1130	1730	0900		0730	Lv	MIAMI	Ar		1235	1600	1705	1500	1700	1445
	1230		1205			Ar	KINGSTON	Lv				1430	1400		
		2330		0830		Ar	NASSAU	Lv	2300						
1115				0945		Lv	SAN JUAN	Ar	2130					1115	
				1200	1440	Ar	CARACAS	Lv	1830	0645					
				1900		Lv	CARACAS	Ar							
1530						Ar	PORT OF SPAIN	Lv			1000				
				0440		Ar	BELEM	Lv							0300
				0530		Lv	BELEM	Ar							0205
				1245		Ar	RIO DE JANEIRO	Lv							1845
				1345		Lv	RIO DE JANEIRO	Ar							1735
				2020		Ar	BUENOS AIRES	Lv							1115

(PAA)

3501 ①	3517 ①③	3515 ⑦	3501 ③	3511 ⑦② ④	P393 A⑦ DC-7F	3503 ⑥	3503 ④		C-54		3504 ⑦	3504 ⑤⑥	3506 ⑤	3512 ③⑤	P393 A⑥ DC-7F	3516 ⑥	3518 ②④
		0430						Lv	LOS ANGELES	Ar						1220	
									HOUSTON	Lv						0700	
									HOUSTON	Ar						1950	
			1800						NEW ORLEANS	Lv						1800	
		1210	1950					Lv	NEW ORLEANS	Ar			1630			1630	
0800	0930	1300	1300					Ar	HOUSTON	Lv							1830
	1125							Lv	HOUSTON	Ar							1645
	1200							Ar	BROWNSVILLE	Lv							1615
				1100	2359	0730	0900	Lv	BROWNSVILLE	Ar							
1210	1420							Lv	MIAMI	Ar	1655	1530		1435	1805		1400
1330	1500							Ar	MEXICO	Lv							1315
1710	1830	1710	1710			1130	1700	Lv	MEXICO	Ar		0930	1145			1145	0930
1030		1030	1030			1330		Ar	GUATEMALA	Lv			1400			1400	
						1415		Lv	GUATEMALA	Ar	1100						
						PG393		Ar	SAN SALVADOR	Lv							
1800		1800	1800	1635	0405			Ar	PANAMA CITY	Lv			1000	0900	1400	1000	
															PG393		
		1100	1100			0630		Lv	PANAMA CITY	Ar			1600		1210		
		1730	1730					Ar	CARACAS	Lv			1145				
						1140		Ar	LIMA	Lv					0700		

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA 776 C ③	BA/ EM* 778 SC ⑤	BA 978 C ⑥	AI 162 DC-6A ⑥		SC - Super Constellation C - 749 Constellation		AI 163 DC-6A ⑦	BA 979 SC ③	BA/ EM* 779 SC ②	BA 777 SC ⑦
2200	2230 ⑥	1600	1600	Lv	LONDON	Ar	2115	2220	1800	2015
2359	0040	1800	1810 2145	Ar	FRANKFURT ROME	Lv Lv	1705	2010		1805
				Ar	GENEVA	Lv				
	0320	2025		Ar	ZURICH	Lv		1745	1530	
④ 1000		⑦ 0625	⑦ 0545	Ar	BEIRUT	Lv	1030 ②	0915 ④		0915 ①
1750		1415	1255	Ar	BAHRAIN	Lv	0640	0505		0505
	1420 ⑦			Ar	DAMASCUS	Lv			0900 ④	
	0120			Ar	KARACHI	Lv			0115	
⑤ 0405		① 0030		Ar	DELHI	Lv	2340 ①	2130	1930	2130
	0905			Ar	CALCUTTA	Lv	1700 ⑦		1510	
			2100	Ar	BOMBAY	Lv	2200			
		0905		Ar	RANGOON	Lv		1400		
1420	1550			Ar	BANGKOK	Lv			1140	1320
		1900		Ar	HONG KONG	Lv		③ 0900		⑦
2010	2135 ①			Ar	SINGAPORE	Lv			0730 ③	0830
	0205			Ar	DJAKARTA	Lv			0300	
	1215			Ar	DARWIN	Lv			2115 ②	
	2115			Ar	SYDNEY	Lv			1245	

*This flight operated jointly by BOAC and QEA.

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

RIDDLE AIRLINES (RD)

201 #	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 #	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥	302 #
	2230					Lv BOSTON. . . . . Ar				0720=		
0001	2340					Ar NEW YORK (IDL). Lv				0615		
	0115					Lv NEW YORK (IDL). Ar	2030			0515		
	0210					Ar PHILADELPHIA. . Lv	1945			0430		
	0315					Lv PHILADELPHIA. . Ar	1845			0355		
		2335				Lv CHICAGO . . . . Ar		0455				
		0055Ø				Ar INDIANAPOLIS. . Lv		0455Ø				
		0155				Lv INDIANAPOLIS. . Ar		0415				
			2330	0200		Lv DETROIT . . . . Ar			0700		0015	
			0020	0245		Ar CLEVELAND . . . Lv			0610		2325	
			0100	0330		Lv CLEVELAND . . . Ar			0520		2225	
		0445	0405	0635		Ar ATLANTA Lv		0145	0200			
		0535	0505	0735		Lv ATLANTA . . . . Ar		0020	0030			
	0810		0720			Ar ORLANDO Lv			2210	2330		
	0915		0830			Lv ORLANDO . . . . Ar			2110	2250		
			0910	1000		Ar TAMPA. Lv			2030			
				1030		Lv TAMPA. . . . . Ar						
0345	1015					Ar WEST PALM BEACH Lv						
0430	1045					Lv WEST PALM BEACH Ar						
0500	1115	0855		1159		Ar MIAMI Lv	1500	2100		2130	1700	
					2200	Lv MIAMI . . . . . Ar						0900
					0300	Ar SAN JUAN. . . . Lv						0600

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv						0800			
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0620	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

SN252 ③	SN254 ⑥	DC-7C	SN251 ③	SN253 ⑥
2300	2300	Lv New York Ar	0950	0950
		Ar MANCHESTER Lv		
		Lv MANCHESTER Ar		
1640	1855	Ar BRUSSELS Lv	0130	0130

BEF37 ②⑤⑦ V	SN205 ②③④ ⑤	V - Viscount DC-3 C-47	SN206 ③④⑤ ⑥	BEF36 ②⑤⑦ V
0640	2230	Lv BRUSSELS Ar	0420	0410
0650	2330	Ar LONDON Lv	0130	0205

SN101 # Ex ⑦	DC-3 C-47	SN102 # Ex ⑦
2040	Lv BRUSSELS Ar	0045
2210	Ar PARIS Lv	2320

SN247 ②④	SN249 ⑦	DC-3/C-47	SN248 ②④	SN250 ⑦
1020	0735	Lv BRUSSELS Ar	2330	2045
1545	1300	Ar MILAN Lv	1745	1500

SN103 # Ex ⑦ ①	KL005 # Ex ⑦ ①		KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv BRUSSELS Ar		0445
0245		Ar AMSTERDAM Lv		0345
	0350	Lv AMSTERDAM Ar	0255	
	0635	Ar COPENHAGEN Lv	2400	

SN213 ②	SN217 ②③ ④⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47	SN214 ②	SN218 ②③ ④⑤	SN216 ⑤	SN212 ⑥
0640	1340	1325	1340	Lv BRUSSELS Ar	1925	2045	2050	2050
				Ar COLOGNE Lv		1930		
				Lv COLOGNE Ar		1845		
				Ar DUSSELDORF Lv	1820		1945	1945
				Lv DUSSELDORF Ar	1750		1915	1910
0900				Ar NUREMBERG Lv	1550			
0930				Lv NUREMBERG Ar	1520			
	1555	1545	1555	Ar STUTTGART Lv		1710		1710
1200				Ar VIENNA Lv	1300			

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900	0800		Ar SAN ANDRES Lv	1000		
	0900		Lv SAN ANDRES Ar			
	1115		Ar CARTAGENA Lv			
	1200	1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1350	③	Ar MEDELLIN Lv		1130	
	1450	0600	Lv MEDELLIN Ar		1030	
	1550	0700	Ar BOGOTA Lv		0930	1100
	1645	0800	Lv BOGOTA Ar		0830	1000
	1800		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

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SCANDINAVIAN AIRLINES (SAS)

SK043 # Ex 1⑥	SK047 # Ex 7②	SK069 ③④ ⑥	SK053 # Ex 1⑥	SK057 ③④ ⑤⑥	SK/BE 15 #Ex①	KL006 # Ex 7①	Curtiss	SK070 ③④ ⑥	SK054 # Ex 7②	SK058 ③④ ⑤⑥	BE/SK 16 #Ex①	KL005 # Ex 1⑦	SK044 # Ex 7①
1335	1200						Lv STOCKHOLM. . . . Ar		0955				0935
							STOCKHOLM. . . . Lv		0800				
							MALMO. . . . . Ar		0700				
1135	1400	1600	1630	1535	0520	2300	Lv COPENHAGEN . . . Ar	0155		0055	0335	0535	0735
					0755	0155	Ar AMSTERDAM. . . . Lv				0105	0250	
				1915			Ar LONDON Lv			2115			
			2130				Ar PARIS. Lv						
		2010					Ar NICE Lv		0040				
							Ar MILAN. Lv	2145					

Flts SK/BE 15-16 operate with V-802 equipment.

Flts KL006-005 operate with DC-3 equipment.

SK045 # Ex 7②	Curtiss	SK046 # Ex 7②
1230	Lv OSLO . . . . . Ar	1030
	GOTHENBURG . . . Lv	0945
	GOTHENBURG . . . Ar	0900
	MALMO. Lv	0800
	MALMO. . . . . Ar	0655
1415	Ar COPENHAGEN . . . Lv	0635

SEABOARD AND WESTERN AIRLINES (SBW)

200 * ③④ ⑥	100 * ③④	204 * ②⑤	104 Ø ①③ ④	100 * ①	100 * ⑦② ⑤⑥	* Constellation Ø DC-4 ≠ C-47	201 * ①②	101 ≠ ①②	105 Ø ②④ ⑤	205 * ③⑥	101 ≠ ③⑥	203 * ④⑤	101 ≠ ④⑤
1200	0330	1200		0600	0330	Lv NEW YORK. . . Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar SHANNON . . . Lv		0230		0030			0230
	2100		0130	2315		Lv SHANNON . . . Ar		0140	0030	2330			0140
						GLASGOW . . . Lv	0030				0215	0030	
0550	2240			0100	2240	Ar LONDON. . . . Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv LONDON. . . . Ar	1950	2245			2245	2040	2245
						AMSTERDAM . . Lv						2030	
	0035			0255	0035	Lv BRUSSELS. . . Lv	1840						2235
		0730	0545			Ar PARIS Lv			2200	2200			
		0830				Lv PARIS . . . . Ar				2030			
						HANOVER . . . Lv						1900	
						DUSSELDORF. . Lv	1900						
						COLOGNE . . . Lv	1850						
						HAMBURG . . . Lv						1800	
1000	0300			0530	0300	Ar FRANKFURT . . Lv	1800	2155			2155		2155
	0600			1400	0600	Lv FRANKFURT . . Ar		2120			2120		2120
	0655			1455	0655	Lv NURNBERG. . . Lv		2025			2025		2025
	0800			1600	0800	Lv MUNICH. . . . Lv		1920			1920		1920
	0905			1705	0905	Ar STUTTGART . . Lv		1815			1815		1815
		0900				Ar ZURICH. . . . Lv				1900			

SWISSAIR (SR)

704 DC-3 ① ② ③ ④ ⑤	791 ②	793 ⑥	DC-6A Read Down / Read Up	792 ⑤	790 ⑦	705 DC-3 ② ③ ④ ⑤ ⑥
	2200	0130	Lv NEW YORK .....Ar	0850	2200	
	↓	↓	Ar MANCHESTER Lv	2225	1135	
			Lv MANCHESTER .....Ar	2135	1045	
	1800		Ar BASLE Lv	1950	0900	
	↓		Lv BASLE .....Ar	1920	0830	
		2115	Ar GENEVA Lv	↑	↑	
		2115	Lv GENEVA .....Ar			
	1900	2205	Ar ZURICH Lv	1850	0800	
			Lv ZURICH .....Ar		2325	
			Ar GENEVA Lv		2235	
2310			Lv ZURICH .....Ar			0715
2350			Ar BASLE/MULHOUSE Lv			0640
0020			Lv BASLE/MULHOUSE .....Ar			0610
0300			Ar AMSTERDAM Lv			0340
			Ar STUTTGART Lv			

TRANS-MEDITERRAN AIRWAYS (TMA)

120 ④⑦	108 ②⑥ ⑦	106 ③④ ⑦	112 ②	114 ⑥	102 ①	104 ⑦	Yorks DC-4	101 ④③	103 ⑤⑥	111 ②	113 ⑥	105 ①② ⑦	107 ②⑥ ⑦	119 ④⑦
					0900	2300	Lv FRANKFURT . . . Ar	1530	1530					
					1000	2400	Ar BASEL Lv	1430	1430					
						①								
					1200	0200	Lv BASEL . . . . . Ar	1330	1330					
					1630	0630	Ar BRINDISI. . . . Lv	0900	0900					
					1730	1730	Lv BRINDISI. . . . Ar	0800	0800					
					2320	1320	Ar BEIRUT. Lv	0400	0400					
0100	0100	0300	0400	0400			Lv BEIRUT. . . . . Ar			2100	2100	1430	1330	1600
			0800	0800			Ar BAGHDAD Lv			1900	1900			
		0830	0900	0900			Lv BAGHDAD . . . . Ar			1800	1800			
	0730		1200	1200			Ar TEHRAN. Lv			1600	1600	1100		
							Ar KUWAIT. Lv						1000	
							Ar DHAHRAN Lv							
0730							Ar BAHRAIN Lv							1230
0900							Lv BAHRAIN . . . . Ar							
1030							Ar DOHA Lv							

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4	400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv NEW ORLEANS . . . . Ar	1820	1710	1900	1920	
0700				Lv MEXICO CITY . . . . Ar					1410
	0715			Ar BELIZE. Lv			1505		
	0750			Lv BELIZE. . . . . Ar			1450		
1025	0915	0900	0900	Ar GUATEMALA CITY . . . Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv GUATEMALA CITY. . . Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar SAN SALVADOR. . . . Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv SAN SALVADOR. . . . Ar	1200		1200	1250	
1415	1305		1305	Ar TEGUCIGALPA Lv	1115		1115	1205	
1435	1330		1330	Lv TEGUCIGALPA . . . . Ar	1100		1100	1150	
1530	1425		1425	Ar MANAGUA Lv	1005		1005	1055	
1550	1450		1450	Lv MANAGUA . . . . . Ar	0950		0950	1040	
1700	1600		1600	Ar SAN JOSE. Lv	0840		0840	0930	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star Read Down	Read Up	910 ① ②③ ④⑤
2100	Lv MONTREAL.....Ar		A1455
2255	Ar TORONTO.....Lv		A1315
2355	Lv TORONTO.....Ar		1155
0350	Ar WINNIPEG.....Lv		0650
0435	Lv WINNIPEG.....Ar		0605
↓	-- CALGARY.....Lv		0150
	-- CALGARY.....Ar		0120
0730	Ar EDMONTON.....--		↑
0800	Lv EDMONTON.....--		
1015	Ar VANCOUVER.....Lv		2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4 Read Down	Read Up	900 ①	900 ③⑤
2400	2200	Lv NEW YORK.....	Ar	0500	0700
0800	0600	Ar SAN JUAN.....	Lv	2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 1049H #Ex ⑥⑦	599 1049H #Ex ⑥⑦	591 1649 #Ex ⑥⑦	597 049 #Ex ⑥⑦		594 1049H #Ex ⑥⑦	590 1649 #Ex ⑥⑦	592 1049H #Ex ⑥⑦	599 1049H #Ex ⑦①	596 049 #Ex ⑥⑦
			2359	Lv NEWARK. . . . . Ar					0629
			0026	Ar NEW YORK (IDL). Lv					0600
2200	2340	2315	0400	Lv NEW YORK (IDL). Ar	0835	1003		2041	0300
2304				Ar PHILADELPHIA . Lv				2000	
0010				Lv PHILADELPHIA . Ar			1650		
				Ar PITTSBURGH. . . Lv			1540		
				Lv PITTSBURGH. . . Ar			1427		
	0204		0706	Ar CHICAGO Lv					2300
	0325			Lv CHICAGO . . . . Ar					
0246				Ar INDIANAPOLIS. . Lv					
0345				Lv INDIANAPOLIS. . Ar					
0355				Ar ST LOUIS. . . . Lv			1115		
0515				Lv ST LOUIS. . . . AR			0954		
0627				Ar KANSAS CITY . . Lv			0850		
0745				Lv KANSAS CITY . . Ar			0719		
1138		0614		Ar LOS ANGELES . . Lv		2245	0025		
1300				Lv LOS ANGELES . . Ar			2319		
1440	0914			Ar SAN FRANCISCO . Lv	2030		2130		

TW INTERNATIONAL

980 ④	972 ③	980 ②	972 ⑤	970 ⑥	L-1649A	971 ②	981 ③	973 ④	981 ⑤	973 ⑥
0130	0130	0130	0130	0130	Lv NEW YORK . . Ar	0735	0940	0835	1150	0835
1635					Ar SHANNON. . . Lv				0445	
1720					Lv SHANNON. . . Ar				0440	
	1755		1755		Ar LONDON . . . Lv			2335		2335
	1855		1855		Lv LONDON . . . Ar			2235		2235
	2150		2150	2010	Ar FRANKFURT. . Lv	2230		2130		2130
				2140	Lv FRANKFURT. . Ar	2100				
2040		1925			Ar PARIS. . . . Lv		0045		0230	
2215		2100			Lv PARIS. . . . Ar		2310		0105	
2335		2220			Ar GENEVA . . . Lv		2150		2345	
0035		2320			Lv GENEVA . . . Ar		2050		2245	
				2245	Ar ZURICH . . . Lv	1955			2150	
				2345	Lv ZURICH . . . Ar	1855			2050	
					Ar MILAN. . . . Lv	1745	1940		1940	
					Lv MILAN. . . . Ar	1610	1810		1810	
0235		0120		0150	Ar ROME Lv	1430	1630		1630	

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WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR	Ar	1630
1225	Ar GREAT WHALE	Lv	1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA Ar	1225		1425		
1710		1210			Ar ANTOFAGASTA Lv	1015		1215		
1755		1255			Lv ANTOFAGASTA Ar	0930		1130		
2125		1325			Ar SANTIAGO Lv	0600		0800		
	0800		0800	0900	Lv SANTIAGO Ar		1750		1730	1700
	1100		↓	1200	Ar BARILOCHE Lv		1450		↑	1400
	1145				Lv BARILOCHE Ar		1405			
	1750				Ar PUNTA ARENAS Lv		0900			
			1130		Ar J. FERNANDEZ Lv				1400	

UNITED AIR LINES (UA)

75 ⑦	59 #Ex ⑦①	63 #Ex ⑥⑦	75 #Ex ⑥⑦	67 #Ex ⑥⑦	71 #Ex ⑥⑦	73 #Ex ⑥⑦	65 #Ex ⑥⑦	61 #Ex ⑥⑦	DC6A/DC7A	66 #Ex ⑦①	70 #Ex ⑤⑥⑦	70 ⑦	72 #Ex ⑥⑦	74 #Ex ⑥⑦	74 ⑥	62 #Ex ⑥⑦	64 #Ex ⑥⑦	68 #Ex ⑥⑦	56 #Ex ⑦①
			2220	2105				1300	Lv BOSTON Ar					1730		1638		0847	
0740			2300	2148					Ar HARTFORD Lv									0805	
0930			0001	2300					Lv SPRINGFIELD Ar									0705	
			0041						Ar NEW YORK (IDL) Lv		1020					1530		0620	
0700			0200		2330		1910		Lv NEW YORK (IDL) Ar	1142	0920				1435	1420		0455	0450
									Lv NEW YORK (LGA) Ar				1055						
	0130	2215				2300			Lv NEWARK Ar			1720		1500			1840		
		2255					2008		Ar PHILADELPHIA Lv		1040	1645					1805	0415	
		0010					2110		Lv PHILADELPHIA Ar			1555					1643	0307	
	0335			0120			2310	1540	Ar CLEVELAND Lv	0955		1425		1325				0135	
	0520			0245			0010	1655	Lv CLEVELAND Ar	0837		1338		1233				0027	
		0235							Ar DETROIT Lv								1445		
		0345							Lv DETROIT Ar								1345		
1150	0557	0400	0410	0322	0140	0105	0047	1732	Ar CHICAGO Lv	0610	0545	1115	0720	1010	1100	1035	1135	2200	0100
1530		0550	0545		0250	0215	0230		Lv CHICAGO Ar		0425	0930	0610	0810	0930	0837	0947		
1805		0850					0530		Ar DENVER Lv						9530	0420	0530		
1930		1010					0630		Lv DENVER Ar						0435	0320	0420		
							0835		Ar SALT LAKE CITY Lv								0235		
							0935		Lv SALT LAKE CITY Ar								0135		
2155			1010			0640			Ar LOS ANGELES Lv				2230	0030	0030				
2330			1140						Lv LOS ANGELES Ar					2253	2253				
0103		1330	1313		0750				Ar SAN FRANCISCO Lv		2025	0130		2115	2115	2230			
							1130		Ar PORTLAND Lv								2205		
							1215		Lv PORTLAND Ar								2107		
							1301		Ar SEATTLE Lv								2015		

VARIG (RG)

966 ⑤	667 EX ①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO	Ar	0330	1540
	0430	Ar SAO PAULO	Lv	0200	↑
	0500	Lv SAO PAULO	Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho	Lv	2230	
		-- VITORIA			F
↓		-- BELMONTE			F
1115		Ar SALVADOR, Ipatanga	Lv		1040
1145		Lv SALVADOR, Ipatanga	Ar		1010
F		-- ARACAJU, Municipal	--		F
F		-- PROPRIA	--		F
F		-- PENEDO	--		F
F		-- MACEIO, Tab. do Pinto	--		F
1520		Ar RECIFE, Iba. Guar	Lv		0635
1540		Lv RECIFE, Iba. Guar	Ar		0615
F		-- JOAO PESSOA, Santa Rita	--		F
1655		Ar NATAL, Parnamirim	Lv		0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET	Ar		1000		① 0040
1610	1620				Ar NICE	Lv		0755		↑
↓	1825				Lv NICE	Ar		0655		1850
	1910				Ar TRIPOLI	Lv		↑		1750
0005					Lv TRIPOLI	Ar				
0105	⑤				Ar FORT-LAMY	Lv		2225		
0730	0320				Lv FORT-LAMY	Ar		2110	1800	0930
	0430		0600	0600	-- MOUNDOU	Lv		↑	1635	
	↓		↓	↓	-- MOUNDOU	Ar			1555	
			0800	0800	Ar N'GAOUNDERE	--			↑	
		0615	0850	0850	Lv N'GAOUNDERE	--				
		↓	↓	↓	-- BANGUI	Lv			1355	
					-- BANGUI	Ar	1730			
	0710	0805			Ar DOUALA	Lv	↑	1830		
		0855			Lv DOUALA	--				
		1020		1150	Ar LIBREVILLE	--				
		1100		1315	Lv LIBREVILLE	--				
		1140	1220	↓	Ar PORT-GENTIL	--				
					-- BRAZZAVILLE	Lv	1355			
				1530	Ar POINTE-NOIRE	--				

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X -Daily
① -Monday
② -Tuesday
③ -Wednesday
④ -Thursday
⑤ -Friday
⑥ -Saturday
⑦ -Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
‡ -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																					ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedlook	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749-1
AA	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	--	150	--	100	--	100	--	75	--	75	75	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	200	--	--	--	--
BOAC	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CA	--	--	--	--	--	--	100	100	--	--	--	--	--	--	---	70	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CO	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL	--	--	--	--	150	100	85	--	150	--	--	75	--	--	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE	--	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW	--	--	--	--	--	--	--	100	--	--	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	200	--	--	--	--
NY	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/PG	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
RID	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA	--	--	--	150	--	--	100	--	--	--	--	--	--	--	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	100	--	--	--	--	--	200	--	--	300	--	--
UA	--	150	--	--	150	--	--	--	150	--	150	150	--	120	--	--	--	--	--	--	--	--	--	--	--	200	--	--	200	--
WA	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	6000	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	--	--	--	--	--	--	--	200	--	--	200	--	200	200	--	--	200	--	--	--	--	--	--	--	--	2000	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	600	600	--	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aerovias Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aeronaves de Mexico, S.A.
AET	IN	052	Aerlinte Eireann Tta-Irish International Airlines
AF	AF	057	Air France
AFL	SU		Aeroflot
AII	AI	098	Air-India International
AIRCEY	AE	104	Air Ceylon Limited
AJ	AJ	148	Air Jordan
AKK	KK	224	Air Kruise (Kent), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AH	124	Air Algerie
ALT	EI	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett-Australian National
ANSETT	AP	152	Ansett Airways Pty., Ltd.
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariana Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI			Aerovias Sud Americana
ATM	AT	147	Compagnie Nationale de Transports Ariens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA–Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT			Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL			British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BL	039	Bonanza Air Lines, Inc.
BN	BN	002	Braniff International Airways, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capital Airlines, Inc.
CAFRICA	CE	063	Central African Airways Corp.
CAS	CS	138	Cambrian Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA			Compania Aeronautica Uruguaya, S.A.
CBA	CB	158	Caribbean Atlantic Airlines, Inc.
CDA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH		Chicago Helicopter Airways, Inc.
CIA			Caribbean International Airways, Ltd.
CINTA	CI	231	Cinta Chilean Airlines
CMA	MX	132	Compania Mexicana de Aviacion, S. A.
CN	CN	319	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacon, S. A.
CPA	CP	018	Canadian Pacific Airlines, Ltd.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DR		Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EG	EAGLE	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW		East-West Airlines, Ltd.
FAUCETT	CF	163	Compania de Aviacion "FAUCETT," S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FI	108	Flugfelag Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL			Guinea Airways, Ltd.
GAM	AG	040	Guest Aerovias Mexico, S.A.
	GF		Gulf Aviation Company, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU		Empresa Guatemalteca de Aviacion
HAL	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Hunting-Clan Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI			INI & CIA, S.A.
IRA	IR	096	Iranian Airways
JAL	JL	131	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslovanski Aerotransport (JAT)
JSY	JY	130	Jersey Airlines
KA		229	Kuwait Airways
KLM	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LADE	LD	177	Lineas Aereas del Estado
LAN	LA	045	Linea Aerea Nacional
LA NICA	NI	176	Lineas Aereas de Nicaragua, S. A.
LAP			Loide Aereo Nacional, S. A.
LAV	LV	046	Linea Aeropostal Venezolana
LC	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linjeflyg AB
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Air Liban
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MALEV	MA	182	Hungarian Air Transport–MALEV
MAR	MR	022	Maritime Central Airways
MEA	ME	076	Middle East Airlines Co.
MK	MK	213	Mackey Airlines, Inc.
MMA	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Morton Air Services Limited
MS	MS	077	Misrair, SAE
NACIONAL		208	Transportes Aereos Nacional, Ltda.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Olley Air Service, Ltd.
OZ	OZ	041	Ozark Air Lines, Inc.
PAA	PA	026	Pan American World Airways System
PAB	PB	111	Panair do Brasil, S.A.
PAL	PR	079	Philippine Air Lines
PANAGRA	PG	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU		Primeras Lineas Uruguayas de Navigacion Aerea
PC	PC		Pacific Air Lines
PH	PN	031	Pacific Northern Airlines, Inc.
PT	PT		Provincetown-Boston Airline, Inc.
QAPL	QE	188	Queensland Airlines Pty., Ltd.
QBA	QB		Quebecair, Inc.
QCA	QC		Queen Charlotte Airlines, Ltd.
QEA	EM	081	Qantas Empire Airways
QUSA	QA	143	Aerovias "Q," S.A.
RAC	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL			Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REEVE			Reeve Aleutian Airways, Inc.
RD	RD	323	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienne
SAFE	BU		Braathene South-American & Far East Airtransport
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM			Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP		Sociedade Acoriana de Transportes Aereos, Ltda.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SCAL	VF	221	Silver City Airways, Ltd.
SDI			Saudi Arabian Airlines
	SL		Scottish Airlines
SI	SI	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAEO	ST	198	Societe de Transports Aeriens en Extreme-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN		201	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Linea Aerea TACA de Venezuela
TAI	TI	119	Compagnie de Transports Aeriens Intercontinentaux
TAIP	IP	047	Transportes Aereos Da India Portuguesa
TALOA	TL		Transocean Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.R.L.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yollari
TPA	TS		Trans-Pacific Airlines, Ltd.
TSA	TO	267	Transcontinental, S. A.
TRC	TR	254	Trans Caribbean Airways
TT	TY	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeromaritime de Transport
UBA	UB	209	Union of Burma Airways
VARIG	RG	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP		Viacao Aerea Sao Paulo, S.A.
VNA	VN	120	Air Vietnam
WAAC	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WC	025	West Coast Airlines, Inc.
WEN	WE	212	Wien Alaska Airlines
	YR		Soc. de Transportuir Aeriene Romano-Societina